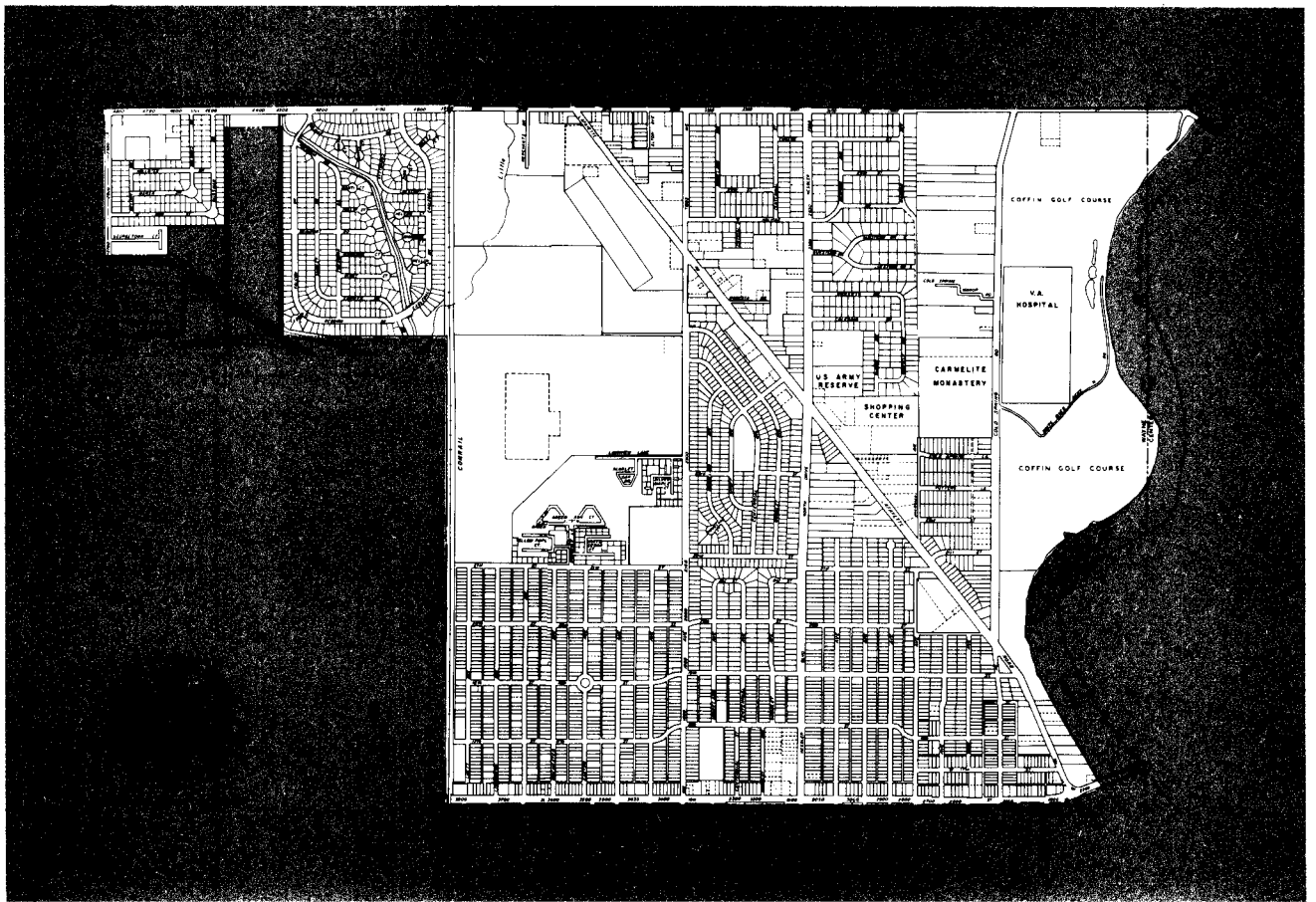


# LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN



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# **LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN**

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**Prepared By:**

**Department of Metropolitan Development**

**Division of Planning**

**Indianapolis - Marion County, Indiana**

**July, 1990**

## LAFAYETTE ROAD/COFFIN PARK NEIGHBORHOOD PLAN

Table of Contents	Page
I. Introduction	
A. Purpose	1
B. What Is Neighborhood Planning?	1
C. The Process	1
II. History of Lafayette Road/Coffin Park	6
III. Neighborhoods and Organizations	10
IV. Lafayette Road/Coffin Park Demographic Profile	12
V. Existing Conditions	16
VI. Land Use	21
VII. Zoning	27
VIII. Housing and Residential Environment	35
IX. Commercial and Economic Development	41
X. Industrial	43
XI. Transportation	44
XII. Public Safety	48
XIII. Parks and Recreation	51
XIV. Community Services Facilities and Special Use	53
V. Action Program	54
Appendix A Permitted Uses in Commercial Zoning Districts	58
Appendix B Design Standards	68

LAFAYETTE ROAD/COFFIN PARK NEIGHBORHOOD PLAN

List of Maps

Map #	Title	Page
1	Location Map	4
2	Boundary Map	5
3	Significant Features	9
4	Surrounding Neighborhoods	11
5	Comprehensive Land Use Map	22
6	Existing Land Use Map	25
7	Land Use Plan	26
8	Existing Zoning Classifications Map	31
9	Rezoning and Variances Map	32
10	Zoning Plan	33
11	Proposed Zoning Changes	34
12	Building Conditions	40
13	Traffic Counts	49
14	Sidewalk and Street Conditions Map	50

## INTRODUCTION

### PURPOSE

The purpose of planning in the Lafayette Road/Coffin park neighborhood is to encourage the preservation, redevelopment, and enhancement of the neighborhood. Many older neighborhoods have problems such as physical deterioration of structures and public improvements; social vulnerability, including populations composed of the elderly, low-income persons, and single head-of-household families; and economic deficiencies such as a poor investment climate, reduced buying power, and few job opportunities. Through a partnership between the City and the Lafayette Road/Coffin Park neighborhood, a plan can be developed with guidelines for the coordination of resources, reinforcement of neighborhood goals, and revitalization of the area. Once the plan is accepted by the neighborhood residents and officially recognized by the City through its adoption by the Metropolitan Development Commission, it can serve as the guide for implementing public improvement programs, inviting private investment, and encouraging self-help by the residents.

### WHAT IS NEIGHBORHOOD PLANNING?

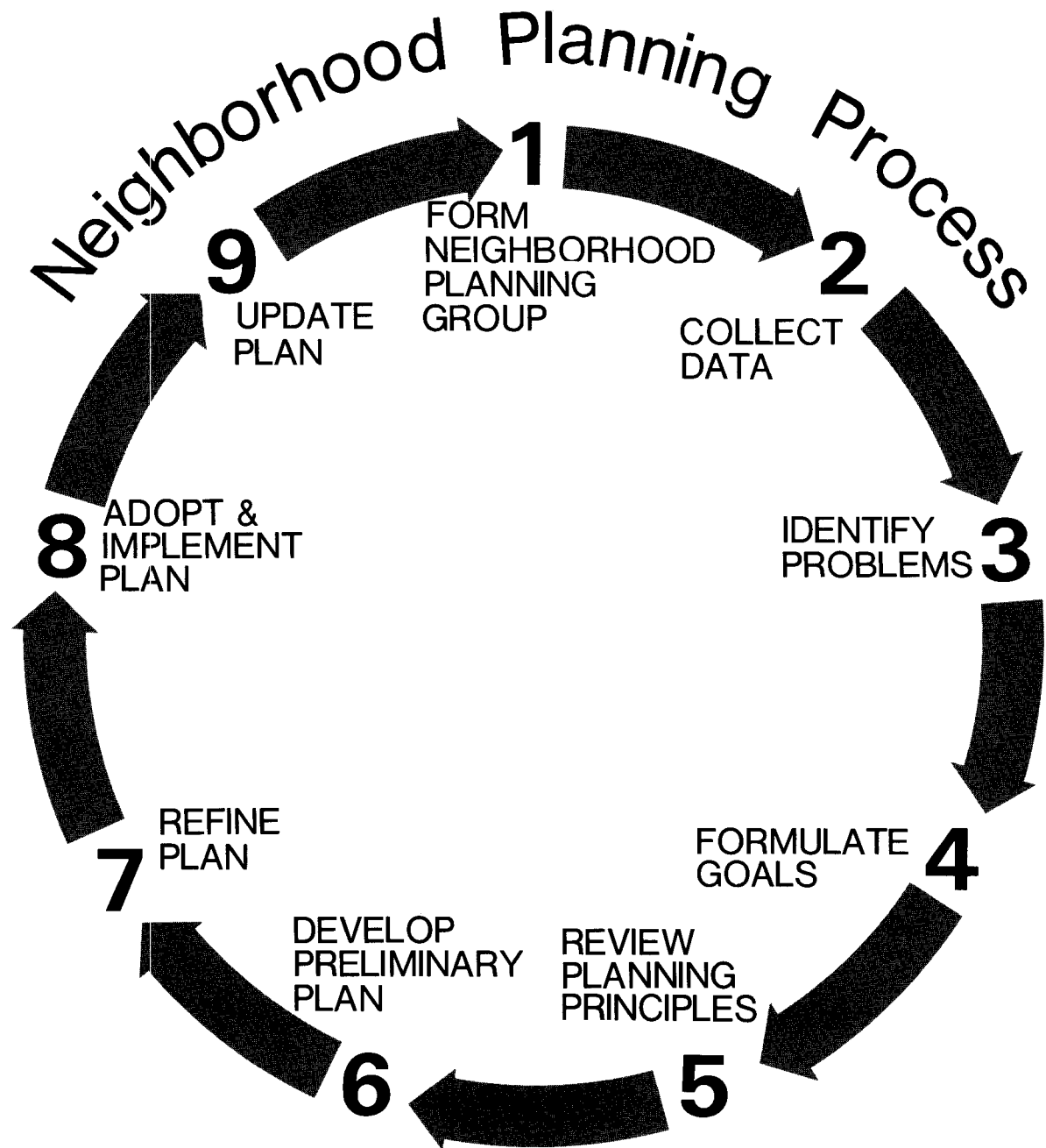
A neighborhood plan is a detailed plan of a part of a larger community. This plan is a refinement of the overall comprehensive community plan for the subarea. Since its major function is to guide development, the plan itself does not mandate action, but rather outlines all the necessary steps to action. Neighborhood planning seeks to guide both the short-term and long-range improvements, but is focused principally on those changes which may require considerable time and effort to accomplish.

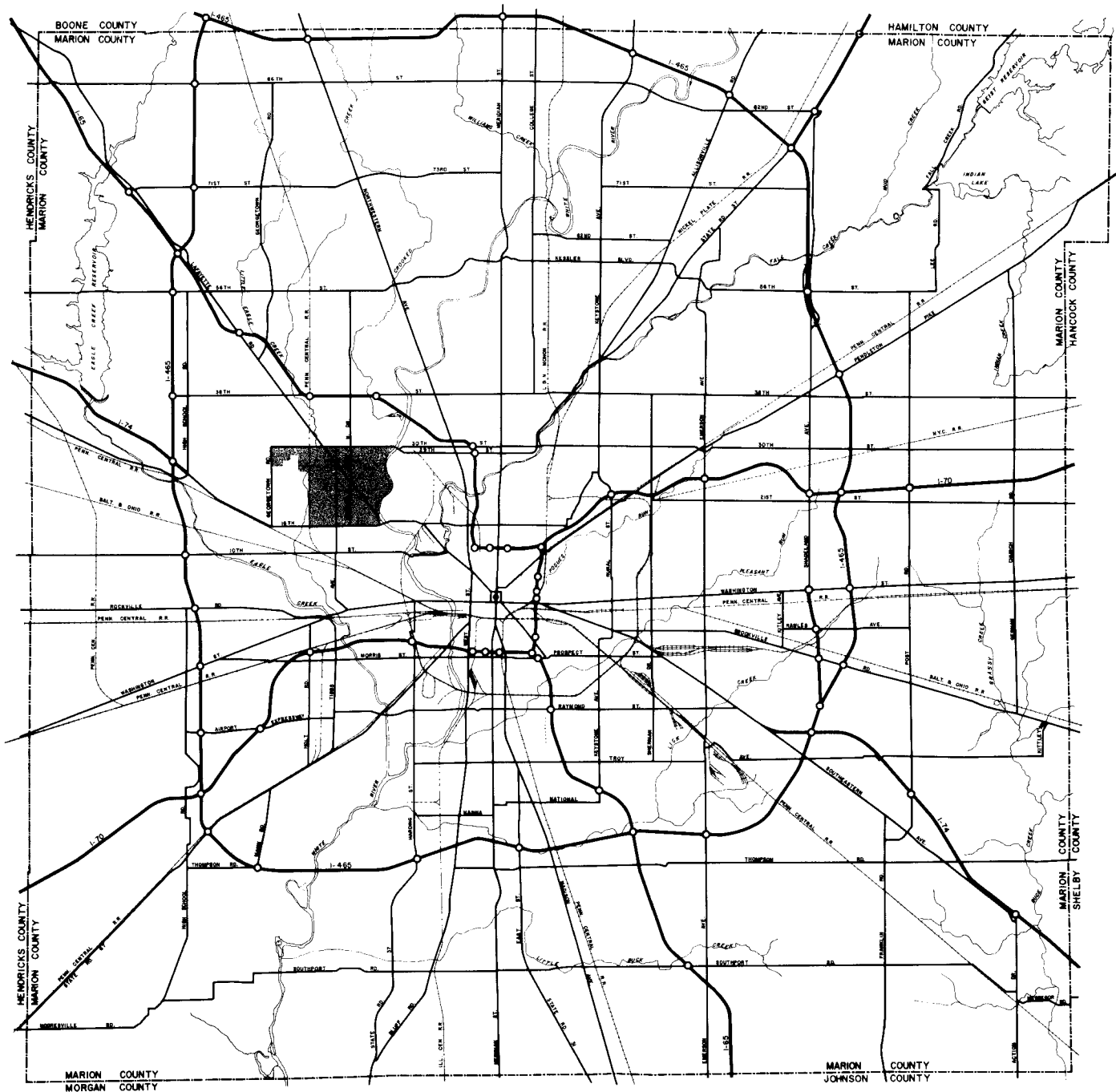
A vital part of neighborhood planning is the involvement of the residents. For this to occur, needs and desires of the residents are examined and interpreted through an organized process involving the participation of those for whom the planning is done. Assets, problems, and community resources are researched, all leading to recommendations for improvement. Meaningful goals, policies, plans, and programs result when citizens, planners, and local agencies exchange information. The end product is a consensus document reflecting a partnership between the neighborhood and the City. The neighborhood plan sets the stage for continuing community-government relations and shows the steps required for implementation over a five-year period.

### THE PROCESS

The staff of the Division of Planning, Department of Metropolitan Development and other interested groups and individuals worked together in the preparation of this document.

The process that was followed included: 1) identification of neighborhood assets and problems; 2) establishment of neighborhood goals; 3) preparation of planning recommendations; 4) review and update of planning recommendations; 5) preparation of an action program; 6) preparation and printing of a final plan; and, 7) adoption of the plan by the Metropolitan Development Commission.





## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

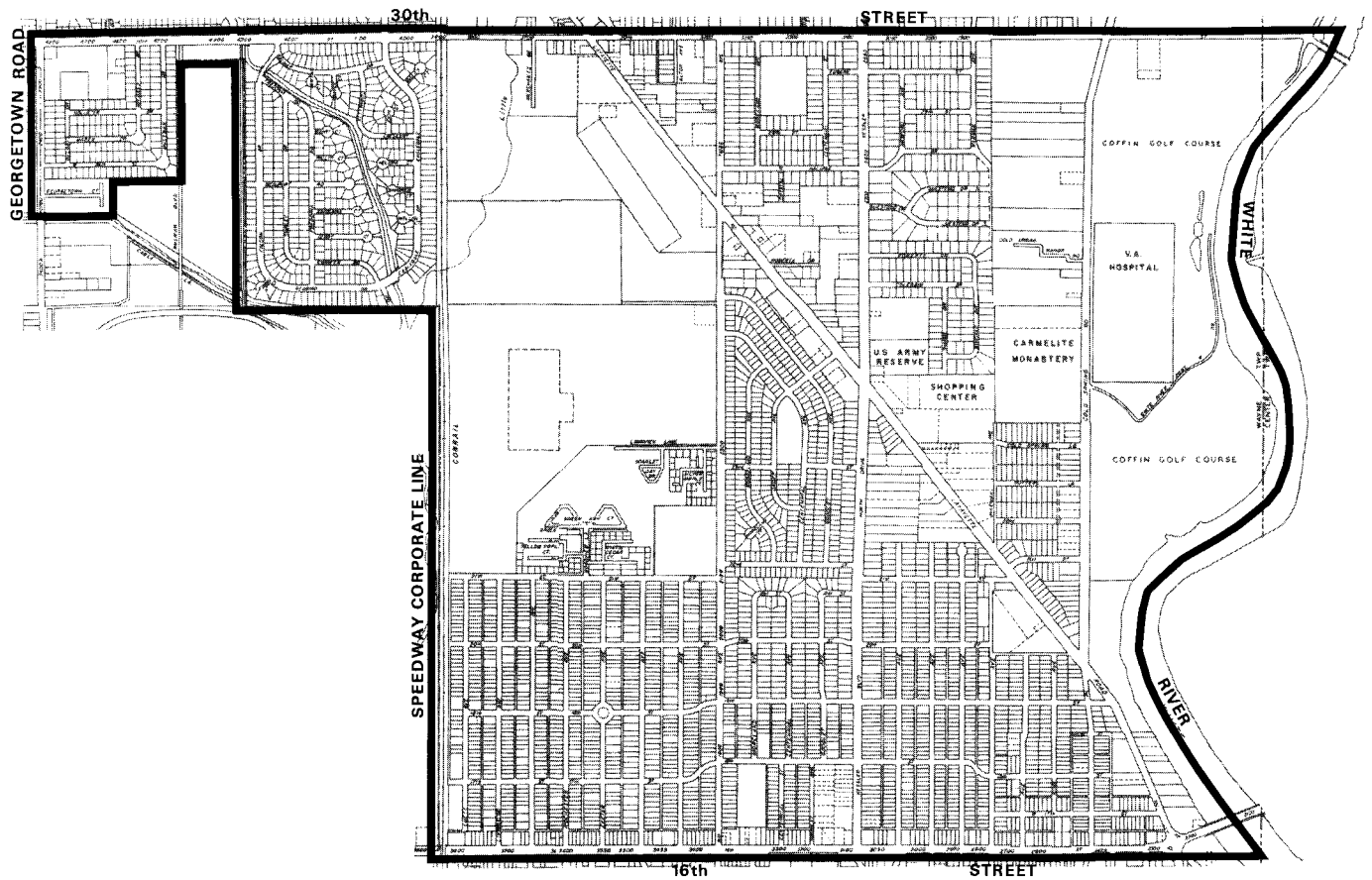
### MAP 1 / LOCATION MAP

The preparation of this map  
was financed in part by a  
Community Development Block Grant



July, 1990  
Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana





# **LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN** **MAP 2 / NEIGHBORHOOD BOUNDARIES**

The preparation of this map  
 was financed in part by a  
 Community Development Block Grant



July, 1990  
 Department of Metropolitan Development  
 Division of Planning  
 Indianapolis-Marion County, Indiana

HISTORY AND ARCHITECTURE  
OF  
LAFAYETTE ROAD - COFFIN PARK NEIGHBORHOOD

Prepared by William L. Selm, Historian &  
Barry T. Lieber, Intern  
Indianapolis Historic Preservation Commission  
August 6, 1987

Three historical elements have shaped the Lafayette Road - Coffin Park neighborhood. First was the agrarian development which lasted into the early twentieth century and included a rural village. Next was the western extension of middle and working class residential city subdivisions after both World Wars when all the area's farms were platted and subdivided. The third element was the southern end of Indianapolis' belt of prestigious houses along White River on Cold Spring Road, a belt which extends northward to Crow's Nest and Meridian Hills - "the Gold Coast" - built between World Wars I and II.

The earliest development in the Lafayette Road - Coffin Park neighborhood were its two main roads; Lafayette Road and Sixteenth Street. Lafayette Road was also called White River and Big Eagle Pike in this area and Sixteenth Street was originally part of Crawfordsville Road. Both were toll roads commissioned by the State in 1837. The area remained rural throughout the nineteenth century. The first platted area was Glendale at the junction of Lafayette Road and Sixteenth Street in 1872, however it was only developed after World War I and annexed in 1924. Another early settlement was an unincorporated rural village at the junction of Lafayette Road and Thirtieth Street known as Flackville. Named after Joseph Flack, a prominent landowner, farmer, and grocer in the area, Flackville had its own Post Office, church, school, and cemetery but was swallowed up by development after World War II and annexed into Indianapolis in 1961. Riverside Park, now Coffin Golf Course, was built in 1897 and facilitated the development of Myers Gravel Road, into Cold Spring Road, as an area of prestigious houses. Cold Spring Road has always been identified as separate from the rest of the Lafayette Road - Coffin Park area and part of the belt of wealthy and secluded residential areas extending northward along the White River which includes such areas as Golden Hill, Spring Hill, Highwoods, and Crows Nest.

The first major residential development of the area came after World War I and occurred in the southern part of the neighborhood. Earliest development was in the eastern end of the region as it was closest to downtown. The area's first subdivision was located at 16th and Lafayette Road. It was named Patterson's Glendale Addition and platted in 1872 but not annexed to the city until 1924. By 1929 most of the area south of 21st street was subdivided and annexed into Indianapolis as an area of small working-class bungalows and cottages typical

of that period. During the Depression and World War II development of the area halted but immediately after the War it experienced another building boom and by the middle 1950s much of its remaining farmland was platted and subdivided. While some of the post-War developments were simply extensions of already existing streets such as the area from Warman to Tibbs between 19th and 22nd streets which plugged into the existing city street pattern, most of them consisted of new streets and cul-de-sacs typical of most post-War subdivisions. The last major single family subdivisions were Eagledale and Rolling Meadows built in the northwestern corner of the area in 1955. Immediately after World War II the Eagledale Shopping Center was built as one of the city's early shopping centers.

After 1955 there was little more subdivision mainly because most private lands had already been divided. In 1973 on land which had once belonged to the County Infirmary, the City of Indianapolis along with private partners built "Operation Breakthrough" at 21st and Tibbs as a mixed income housing project. This was the last major development in the area.

While the area appears completely different from the early twentieth century most of the subdivision boundaries are the boundaries which separated the farms from which they sprang, so the many small lots at 30th and Lafayette Road in what was once Flackville still have the same boundaries as they did in the 1889 and 1909 atlases.

There are several historic and architecturally significant buildings in the Lafayette Road - Coffin Park neighborhood. The Italianate August Wacker Farmhouse at 2484 West 30th Street, now the Iron Skillet Restaurant, is one of the area's oldest existing buildings. It was built in the late 1870s and is a reminder of the area's agrarian past. Another significant building in the area's development is the Indianapolis Canoe Club at 1831 Lafayette Road. Now called Municipal Gardens, it was built in the 1920s in the Renaissance Revival style. The stone castle-like compound of the Carmelite Monastery at 2500 Cold Spring Road was built in 1932 to reflect the historical roots of the medieval monasticism. A large Georgian revival house at 2550 Cold Spring Road is one of the first in a string of mansions extending northward on that street. The classical revival Veterans Administration Hospital at 2601 Cold Spring Road was built in 1931. Its classical Georgian facade and grand axial shape reflects its institutional character. Another landmark in the area is the former Flackville School. Originally named Wayne Township School #1, it was designed by W.H. Albersmeier and built in 1912. It became Indianapolis Public School #100, has since closed, and is one of the only remnants of the village of Flackville.

Another area of historical importance to the neighborhood is where now stands the Marion County Association For Retarded Citizens at 2400 N. Tibbs. This site has served as a county institution since 1832 when Marion County bought a farm and

farmhouse to serve as a poorhouse. In 1858 an addition for "pauper insane" was built onto it. Since then the County Asylum, County Infirmary, and County Mental Hospital have been located there and the site still serves as an institutional use today.

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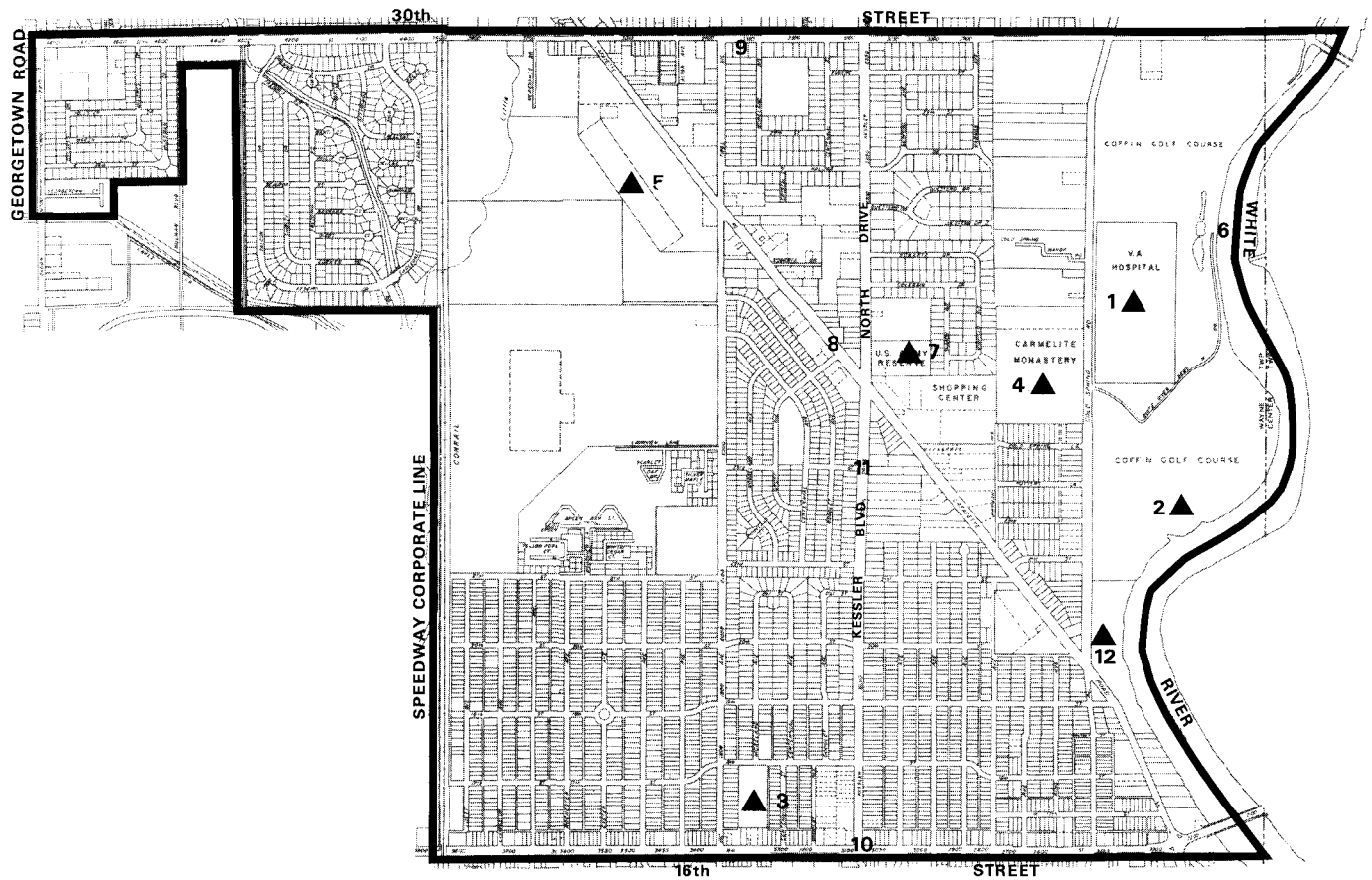
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## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 3 / SIGNIFICANT FEATURES / POINTS OF INTEREST

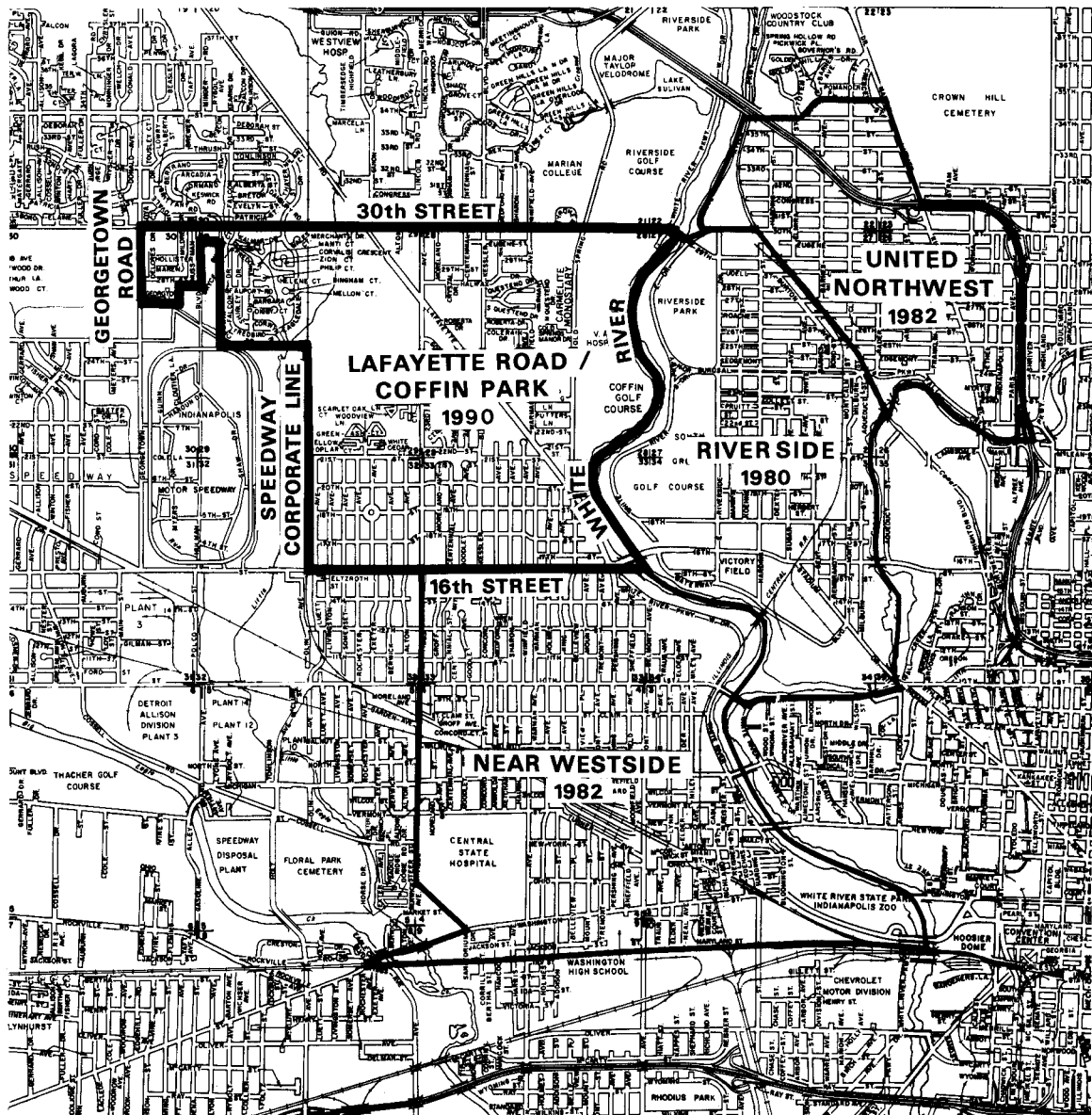
- |   |  |
|---|--|
| <p>1. V.A. HOSPITAL</p> <p>2. COFFIN GOLF COURSE</p> <p>3. SCHOOL #90</p> <p>4. CARMELITE MONASTERY</p> <p>5. EAGLEDALE SHOPPING CENTER</p> <p>6. WHITE RIVER</p> | <p>7. U.S. ARMY RESERVE</p> <p>8. LAFAYETTE ROAD</p> <p>9. 30th STREET</p> <p>10. 16th STREET</p> <p>11. KESSLER BLVD. N. DR.</p> <p>12. MUNICIPAL GARDENS</p> |
|---|--|

## NEIGHBORHOODS AND ORGANIZATIONS

Neighborhood plans have been initiated in other areas surrounding Lafayette Road/Coffin Park. These plans include:

- (a) Riverside Neighborhood Plan (Adopted 1980)
- (b) Near Westside Neighborhood Plan (Adopted 1982)

Map #4 indicates the boundaries of these neighborhoods. The Near Westside Neighborhood is located immediately south of the Lafayette Road/Coffin Park area; the Riverside Neighborhood is located east of the study area abutting the east bank of White River. The Westside Merchants Association is located within the boundaries of the Near Westside Neighborhood. Neighborhood involvement in the planning process for the study has been minimal.



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 4 / SURROUNDING NEIGHBORHOOD PLANS

# DEMOGRAPHIC PROFILE

Situated in the west-central portion of Marion County, the Lafayette Road/Coffin Park subarea is an older, established area of Indianapolis lying between West 16th and 30th Streets which extends westward from the White River to the Town of Speedway. The neighborhood's eastern boundary is anchored by Coffin Golf Course and the Riverside Regional Park complex of which it is a principal component. The Indianapolis Motor Speedway and Georgetown Road generally constitute the neighborhood's western limits. As such, the subarea has strongly delimiting physical characteristics. Historically, the densely populated southern core of the neighborhood was developed in the early 1900's with incremental development occurring in a northerly direction into the early 1970's.

Like most older areas of the center city of Indianapolis, the decade of the Seventies saw a diminution of the subarea's population base. In the case of Lafayette Road/Coffin Park, this loss was not as extreme, registering slightly under 8% as compared to a 31% loss in population in Center Township as a whole and a 34% decrease in the two Census Tracts (3501 and 3536) immediately east of the subarea.

LAFAYETTE ROAD/COFFIN PARK  
POPULATION

	1970			1980			% CHANGE 1970-1980		
	COFFIN	WAY.TWSP.	MARION CO	COFFIN	WAY.TWSP.	MARION CO	COFFIN	WAY.TWSP.	MARION CO
POPULATION	10,567	126,340	793,769	9,785	122,809	765,233	- 8%	- 3%	- 4%
WHITE	10,197	118,494	655,283	7,724	110,005	601,092	- 32%	- 8%	- 9%
BLACK	329	7,467	134,486	1,931	11,455	155,310	+487%	+ 53%	+ 15%
AGE									
UNDER 5 YRS	962	11,672	70,867	841	9,059	57,075	- 14%	- 29%	- 24%
5 -19 YRS	2,964	37,075	238,095	2,168	28,577	186,967	- 37%	- 30%	- 27%
20 -64 YRS	5,851	68,532	415,199	5,838	73,797	441,893	-	+ 8%	+ 6%
65 AND OVER	790	9,061	68,138	938	11,376	79,298	+ 19%	+ 26%	+ 16%

This moderate degree of change is not altogether indicative of the stability of the area, however. Although no movement toward disinvestment was apparent as in the area immediately east of its boundary, it becomes obvious that rather substantial changes had in fact occurred during the 1970's when examined more closely at an intra-neighborhood level. These changes suggest the advent of a transitional phase in the neighborhood's history that is not uncharacteristic of areas its age.



Whereas the total population decreased by only 8%, its White population decreased by fully one-third in the ten year span at the same time that its Black population underwent an almost five-fold increase. Virtually this entire transposition took place in the south-central and south-eastern half of the neighborhood - the remainder being unchanged racially for all practical purposes.

At 28 years, the Lafayette Road/Coffin Park population was almost a half year younger than the county average and fourteen months younger than that of the township. On the other hand, population in the portion laying west of Tibbs Avenue was far younger in 1980, averaging only 25.8 years of age.

It is interesting to note that the neighborhood population of the area deviates from the county and township norms at both ends of the age spectrum. While the "under five" cohort had steadily decreased in absolute and relative terms for a generation in the county, the Lafayette Road/Coffin Park "under five" cohort's share of the population had remained constant through 1980. At the same time, the neighborhood's over 65 population had grown at a faster rate than either the county or the township.

Other demographic aberrations are apparent in the study area. While the neighborhood remained solidly middle class, 1980 data reveal a slight erosion in its earning capacity relative to Wayne Township and Marion County mean income figures. In 1970, the neighborhood average income of \$11,170 was 98% of the Wayne Township average and 91% of the county average. Income increased at a rate that was 6% slower than the township and county. By 1980 this average income figure had decreased to approximately 95% and 88% of the other mean incomes respectively.

Another indication of change emerges in examination of the area's housing stock. Although there was a slight increase in the absolute number of owner occupied units between 1970 and 1980, the percentage fell from 73% to 68% of the neighborhood's total units while rental housing increased from 23% to 37%. At the same time, housing vacancies increased to 6% of available

LAFAYETTE ROAD/COFFIN PARK  
HOUSING

	1970			1980			% CHANGE 1970-1980		
	COFFIN	WAY.TWSP.	MARION CO	COFFIN	WAY.TWSP.	MARION CO	COFFIN	WAY.TWSP.	MARION CO
HOUSING UNITS	3,423	41,567	268,866	3,794	47,971	309,393	+ 11%	+ 20%	+ 15%
OWNER OCCU.	2,525	26,314	154,941	2,567	27,380	168,539	+ 2%	+ 4%	+ 9%
RENTER OCCU.	798	13,193	96,581	1,027	19,728	116,553	+ 29%	+ 50%	+ 21%
VACANT	98	2,060	17,344	200	2,863	24,301	+104%	+ 39%	+ 40%
MEDIAN VALUE	12,955	14,900	14,900	25,500	31,300	35,900	+ 97%	+110%	+141%
MEDIAN RENT	112	111	97	176	207	185	+ 57%	+ 86%	+ 91%

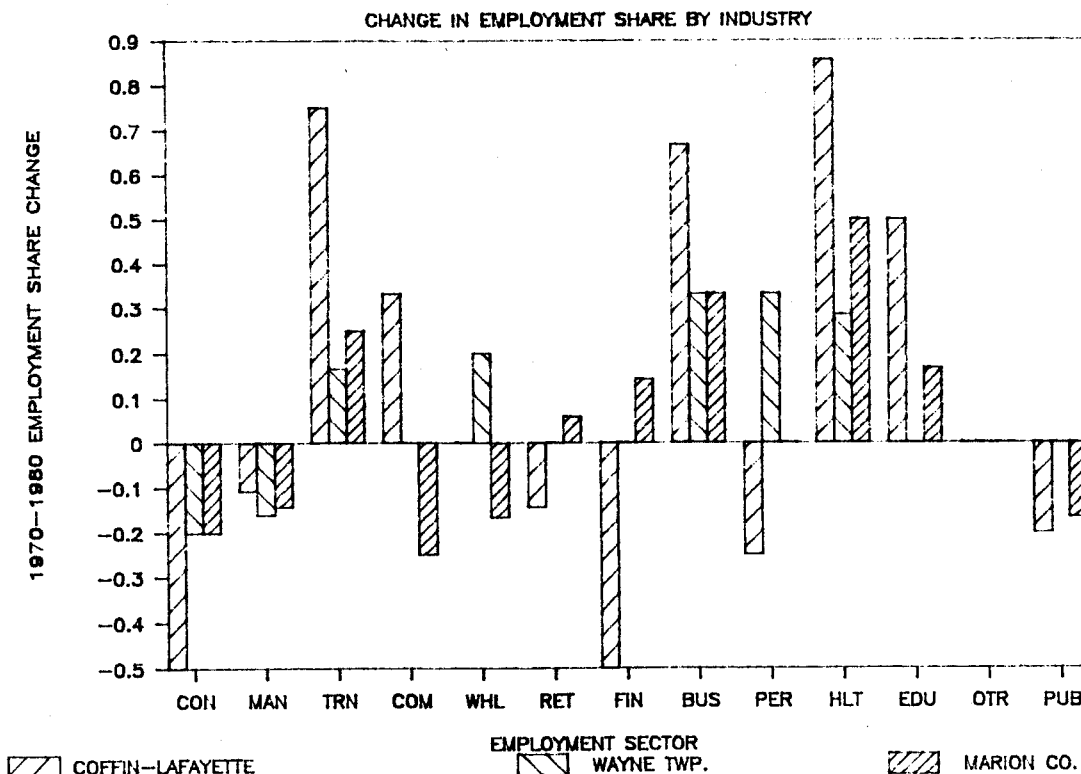
housing. Also, even though the Indianapolis housing market performed strongly realizing a 141% increase in median value, the Lafayette Road/Coffin Park subarea failed to share in its strength. It lost ground in comparison to the township and county as its 87% of the county's median housing value in 1970 slipped to only 71% at the end of the decade and median rents fell 16% and 20% respectively in relation to the township and the county.

LAFAYETTE ROAD/COFFIN PARK  
EMPLOYMENT BY INDUSTRY

	1970			1980			% CHANGE 1970-1980		
	COFFIN	WAY. TWSP.	MARION CO	COFFIN	WAY. TWSP.	MARION CO	COFFIN	WAY. TWSP.	MARION CO
CONSTRUCTION	290	2,764	16,430	154	2,332	15,131	- 88%	- 19%	- 9%
MANUFACTURING	1,291	16,344	89,656	1,179	15,018	83,522	- 9%	- 9%	- 7%
TRANSPORTATION	204	2,890	12,744	333	3,910	16,322	+ 63%	+ 35%	+ 28%
COMMUNICATIONS	135	1,730	10,510	170	1,730	10,335	+ 26%	- 40%	- 2%
WHOLESALE TRADE	287	2,732	18,711	260	3,352	18,937	+ 10%	+ 23%	+ 1%
RETAIL TRADE	934	8,935	52,061	832	10,033	60,729	- 12%	+ 12%	+ 17%
FIRE		3,208	22,641	166	3,879	27,642	- 60%	+ 21%	+ 22%
BUSINESS AND REPAIR SERVICE	121	1,473	9,137	245	2,447	15,014	+103%	+ 65%	+ 64%
PERSONAL SER- VICES	164	1,583	13,638	143	2,261	14,549	- 15%	- 1%	- 7%
HEALTH SERVICES	298	3,600	19,138	593	5,390	30,749	+ 99%	+ 54%	+ 61%
EDU. SERVICES	165	2,837	19,795	263	3,507	24,341	+ 59%	+ 27%	+ 23%
OTHER PROF.	140	1,629	13,091	138	2,069	15,526	- 1%	+ 8%	+ 19%
PUB. ADMIN.	251	2,450	19,107	169	2,924	19,195	- 49%	+ 19%	-
TOT. EMPLOYMENT	4,545	52,716	320,849	4,645	56,777	340,275	+ 2%	+ 8%	+ 6%

Between 1970 and 1980, the Marion County labor market performed rather predictably. It demonstrated moderate growth in the retail trade, finance/insurance/real estate, business services, and health services industries. It can be seen from the following graph that, while Wayne Township mirrored the county trends in virtually every instance, the Lafayette Road/Coffin Park study area behaved atypically in both degree and direction in a substantial number of categories.

## COFFIN-LAFAYETTE ROAD AREA



Transportation-related employment experienced a healthy 25% increase in the county during the 70's (12,744 to 16,322). The percentage gain in the Lafayette Road/Coffin Park neighborhood was more than 2 1/2 times this increase (204 to 333 or 63%). While the number of workers employed in the finance/insurance/real estate industry increased 22% (22,641 to 27,643) at the county level, it decreased 60% (265 to 166) in the subarea. Despite the fact that "other professional" employment increased at the county level (by 19%), the subarea realized a slight decrease.

The subarea outstripped county gains in the education services (59% versus 23%), business and repair services (103% versus 64%) and health services (99% versus 61%) industries while suffering a loss of 88% in construction industry employment compared to a county loss of only 9%. These deviations are not so much indicators of change in the industrial composition of the subarea economy as they are additional substantiation of the changes taking place in the nature of the neighborhood's employed population.

In summary, it is clear that the Lafayette Road/Coffin Park study area is well into a transitional period in its development. Sections of the subarea are undergoing rather strong changes in its racial composition, housing proprietorship, income generating capacity and employment sector participation that may indicate a growing neighborhood vulnerability. As such, it recommends close scrutiny on the part of local government as well as carefully designed interventions aimed at the maintenance of its residential character and viability.

## Existing Conditions

An existing land use and building conditions survey was recently conducted in the Lafayette Road-Coffin Park neighborhood. This survey information is analyzed to determine the needs and problems of the study area. Additionally, historical data, along with land use changes have been assessed to help determine growth and development and the current condition of the neighborhood.

The Lafayette Road-Coffin Park neighborhood was first characterized as a rural-agrarian area until the turn of the twentieth century and later evolved into "middle and working class residential subdivisions when the area's farms were platted and subdivided". The third part of this evolutionary process was the development of the expensive homes along Cold Spring Road.

### I. Existing Land Use

The Lafayette Road-Coffin Park neighborhood has a high mix of land uses: (see map #6)

- Residential uses are the predominant land use in the Lafayette Road-Coffin Park neighborhood. Ninety-three percent of the buildings in the Lafayette Road-Coffin Park neighborhood are single family homes. Most of the homes are located along the Kessler Boulevard Corridor, the southwest quadrant and the extreme northwest section of the neighborhood. The homes north of Lafayette Road to 30th Street are generally ranch style and of masonry construction. These homes were built during the 1950's, according to the Wayne Township Assessor's Office. The homes located in the northwest quadrant of the neighborhood are generally small frame dwellings. They also were built in the 1950's. This area abuts the City of Speedway and the famous Indy 500 Race Track. Multi-family units are basically located in the northern section of Cold Spring Road and east 21st Street. The homes in the southwest quadrant were built from 1938 to 1968. These homes are generally less expensive than those in other areas of the neighborhood.
- Commercial development, both retail and office is generally concentrated on the Lafayette Road Corridor, W. 16th Street and 30th Street. The greatest concentration of retail is located at the Eagledale Shopping Center, 2802 Lafayette Road. Eagledale Shopping Center is one of the city's early shopping centers. It has managed to survive due to its ability to retain the retail anchor stores. Auto-related businesses tend to be a dominant use along Lafayette Road. Retail use, extending south on Lafayette Road, stops at the intersection of Lafayette Road and Cold Spring Road. West 16th Street is characterized by a

diverse mixture of retail, such as a fish market, cooling and heating distributor, service stations, taverns, fast food establishments, etc.

- Industrial uses are all but nonexistent in the Lafayette Road-Coffin Park neighborhood. The only railroad line in this area is the Conrail Railroad, which divides the southwest portion of the neighborhood from the Speedway Corporate Line. Minimal railroad access no doubt is a contributing factor to the small amount of industrial use in this neighborhood. The major industrial facility is the Standard Oil Division Amoco Oil Company - Terminal Light Oil Division, 2500 North Tibbs. It is accessed by the Conrail Railroad. Other industrial use is located in the southwest section of the area and is likewise accessed by the railroad. Located in the 1600 block of Luett Avenue is May's Chemical Company. Leeds Industries Machine Shop is located in the 1800 block of Luett Avenue. There are other nondescript industrial uses in the immediate area. The remaining industrial site, Wallace Expanding Machine Company, is located at 1705 Lafayette Road.
- Public and Semi-Public facilities in the neighborhood are minimal. School #90, an elementary school, 3351 W. 18th Street, is the only school in the neighborhood. The largest public/semi-public use is city-county property located at 21st Street and Livingston Avenue. The property is maintained by the Department of Transportation for material and equipment storage.
- Open space and parks are evenly distributed throughout the neighborhood. Coffin Golf Course occupies most of the area east of Cold Spring Road from 19th to 30th Street. There is good access to Moreland Park located at 30th and Moreland Avenue. Located near the center of the neighborhood is the subneighborhood park - Centennial and Groff Park. Located in the central southern part of the neighborhood is the 21st and Tibbs Park. Another neighborhood park is located at Tibbs Avenue and 21st Street. There is a sizeable area of open space in the extreme northwest section of the neighborhood.

## II. Transportation

- A. The street network provides good access to all areas in the neighborhood. The general condition of the streets is good.

The arterial thoroughfares indicated in the Marion County Thoroughfare plan are:

North/South Primary Arterials  
- Kessler Boulevard, North Drive  
- Lafayette Road

North/South Secondary Arterials

- Tibbs Avenue
- Georgetown Road
- White River Parkway N, West Drive

North/South Collector

- Cold Spring Road

East/West Primary Arterials

- 30th Street
- 16th Street

Other streets in the area are considered as local streets. The following is a description of the functional thoroughfare classifications which are applicable to this study area.

Primary Arterials - These routes have greater traffic carrying capabilities and higher levels of service than other at-grade routes to channelize major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving traffic rather than serving abutting land use. Right-of-ways may range up to 120 ft.

Secondary Arterials - These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity. Right-of-way widths may range up to 100 ft.

Collectors - Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land use.

Local Streets - Comprise the remainder of the surface streets and have the primary function of service to abutting land use.

## B. Sidewalks and Curbs

Sidewalks and curbs are not totally found throughout the neighborhood. Most of the homes in the northern half of the neighborhood were built in the 1950's without curbs and sidewalks. Pedestrian traffic in the area is not a primary mode of travel, therefore, the missing sidewalks at least are not that important. Curbs are important as they relate to proper drainage. Sidewalks are found in the southern portion of the neighborhood mostly on the streets which extend north and south.

## C. Parking

The majority of the homes in the northern portion of the neighborhood have driveways. The concentration of retail activity is on Lafayette Road. There are many off-street, paved and gravel surface lots, however there are some problems related to access and sufficient amount of parking.

## III. Streetscape

Neighborhoods have different perceptual qualities. In addition to land use, transportation matters, etc. there are other types of issues which affect the way one may perceive the neighborhood. The perception may be affected by visual observation, audio (noise levels) and even unpleasant odors which could be generated from some industrial site. The following observations are made:

- Cold Spring Road and Kessler Boulevard add to the aesthetics of the neighborhood. Both thoroughfares have beautifully landscaped yards and well kept homes. The area is primarily residential. Coffin Golf Course is adjacent to Cold Spring Road and further enhances the appearance of the area.
- The homes in the extreme northwest quadrant are subjected to a high degree of noise level and vehicular congestion during the month of May due to the 500 Race.
- There is a minimum of unsightly overhead utility wires, especially in the residential areas.
- Weed lots, which are an eyesore in the neighborhood are located in the 1800 block of Lafayette Road, 30th Street between the Conrail Railroad and Little Eagle Creek and 30th Street from a line west of Warman Avenue east to the Marathon Service Station.
- Paved parking is needed sporadically on Lafayette Road especially at the Lafayette Road Produce located at the intersection of Lafayette and Cold Spring Roads.

- The physical condition and visual appearance of the shoulders abutting Lafayette Road are such that they not only are unsightly but are also dangerous in some locations.
- Facade restoration is needed at the northwest intersection of Lafayette and Cold Spring Roads. It is also needed sporadically along Lafayette Road north to 30th Street. Facade restoration would help the appearance on W. 16th Street west to Kessler Boulevard, North Drive.





## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 5 / COMPREHENSIVE LAND USE (1984)



The preparation of this map was financed in part by a Community Development Block Grant.



July 1985  
Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana

## Lafayette Road/Coffin Park Land Use

The Comprehensive Plan for Marion County is a policy guide for the orderly growth and development of the entire community. It is primarily a document which outlines which land uses are considered most appropriate for the area. The land use portion of any neighborhood plan is a refinement of the Comprehensive Plan and details those uses which are appropriate for the neighborhoods. In this neighborhood plan, existing land use is examined and recommendations are made to enhance the land use mix.

	Acres	% of Total
Residential		
Single-Family	514.35	33.97
Doubles	4.9	0.32
Multi-Family	52.05	3.44
Vacant	82.3	5.44
Parks	173.3	11.45
Industrial	43.8	2.89
Public/Semi Public	181.2	11.98
Commercial	171.6	11.34
Office	<u>1.6</u>	0.10
Streets and alleys	287.8	19.02
Total acres	1512.9	99.95

Although the Lafayette Road/Coffin Park neighborhood is primarily residential in character, it contains a mixture of land uses. Residential use is found between Cold Spring Road and Tibbs Avenue from 16th to 30th Street, Tibbs to Luetz Avenue from 16th Street to 21st Street and the northwest quadrant west to Georgetown Road (See map #6).

Commercial uses are primarily confined to W. 16th Street and the Lafayette Road Corridor. On W. 16th there are a variety of retail outlets (automobile dealership, auto part store, body shop, beauty shop, tavern, fish market, etc.). The major area for commercial use is the Lafayette Road Corridor which extends diagonally, from W. 16th Street to 30th Street in the study area. The focal point for commercial activity is the Eagledale Plaza Shopping Center which is located at 2802 Lafayette Road. The commercial uses in the shopping center vary (supermarket, drugstore, auto parts, tavern, Division of Public Health, etc.). From W. 16th Street, north to the shopping center, there are a variety of commercial uses. (several used auto sales, motels, taverns, restaurants, etc.)

Public and semi public uses are located throughout the neighborhood. There are ten churches and one monastery in the neighborhood.

The V.A. Hospital (28 acres) is the second largest public/semi public use in the area. The largest public/semi public use is located at W. 21st Street and the Speedway Corporate Line. This is used by Noble School For The Retarded and the Indianapolis Department of Transportation.

An approximate twelve percent of land use in the Lafayette Road/Coffin Park neighborhood is for recreation and open space. There are four parks and a golf course. The potential for expansion of undeveloped land for recreational use is limited.

Industrial use is all but nonexistent in the neighborhood (43.8 acres or 2.89 percent). Industrial use is basically confined to the Conrail Railroad Corridor and does not intrude into residential and commercial uses.

There is little vacant land in the neighborhood - 5.44 percent. Most of the vacant acreage is located in the 2700-2900 block of Cold Spring Road and the northwest undeveloped area between the Conrail Railroad the Little Eagle Creek.

#### Assets:

1. There is little if any intrusion of commercial and industrial uses into predominant residential areas. Commercial use is primarily confined to 16th Street and the Lafayette Road Corridor.
2. Residential use is the major land use in the neighborhood.
3. The majority of the existing land use in the Lafayette Road/Coffin Park neighborhood is compatible with the Marion County Comprehensive Land Use Plan.

#### Liabilities:

1. It is perceived by some area residents that there are too many automobile related businesses on Lafayette Road.
2. There is an industrial site at the northeast intersection of West 16th Street and Lafayette Road. The Comprehensive Plan indicates commercial use for this area.
3. There are residential structures on West 30th Street between Lafayette Road and Tibbs Avenue. The area is zoned for commercial and special use.
4. There is a commercial site at the northwest corner of 19th Street and Tibbs Avenue. The predominant land use is residential.
5. There is a commercial use in the 1800 block of Somerset Avenue. The zoning and permitted land use is residential.

6. There is commercial use at 3901 West 30th Street. The permitted land use for this area is residential.

Goal Statement:

Develop a land use policy that supports the compatible mix of uses and allows orderly growth to occur in a pattern beneficial to the neighborhood.

Recommendations:

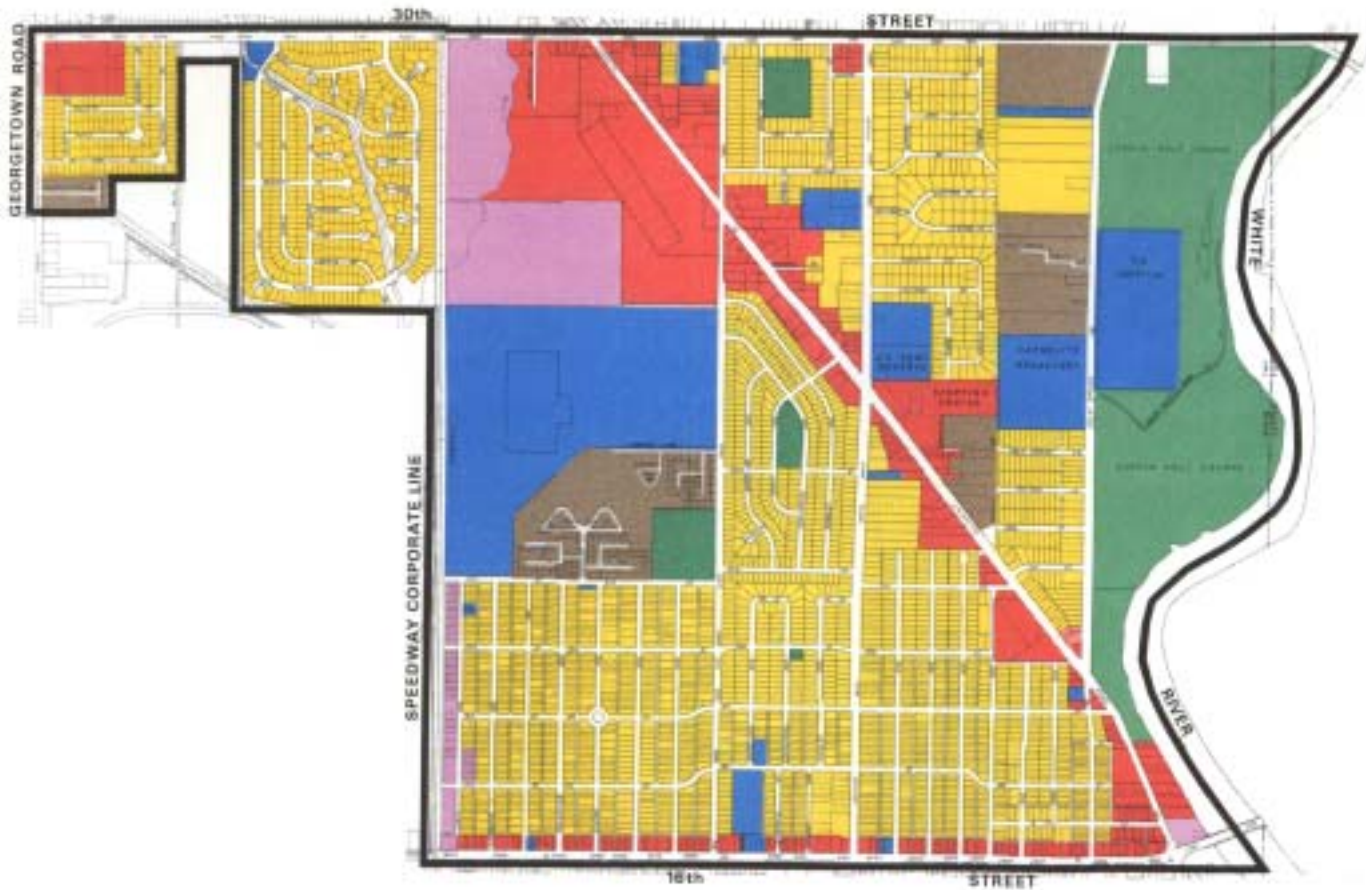
1. The land use designation for the site located at the northeast intersection of West 16th Street and Lafayette Road should be changed from commercial to industrial to reflect the current use.
2. Encourage the proper delineation or buffering of commercial uses from residential uses along the Lafayette Road Corridor.
3. It is recommended that the properties, 1637 through 1815 Lafayette Road be designated for commercial use to be in compliance with the Marion County Comprehensive Plan (Refer to maps #5, #6 and #7)





**LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN**  
**MAP 6 / EXISTING LAND USE**

<b>RESIDENTIAL</b>	<b>PUBLIC/SEMI-PUBLIC</b>
Single Family	
Two Family	<b>INDUSTRIAL</b>
Multi-Family	
<b>COMMERCIAL</b>	<b>PARKS</b>
Retail	
Office	<b>VACANT</b>



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 7 / LAND USE PLAN

<b>RESIDENTIAL</b>	<b>PUBLIC/SEMI-PUBLIC</b>
Single Family	PUBLIC/SEMI-PUBLIC
Multi-Family	INDUSTRIAL
<b>COMMERCIAL</b>	PARKS
Retail	VACANT
Office	

## ZONING

The application of zoning districts have a great impact on any neighborhood. To provide for the orderly growth and development of the Lafayette Road/Coffin Park neighborhood, there needs to be compatibility between zoning classifications and actual land use. This study in part relates to those conflicts.

### Existing Zoning Classifications

There are nineteen zoning classifications within the Lafayette Road/Coffin Park neighborhood planning area. They are as follows:

1. Dwelling Districts
  - DS - Dwelling Suburban
  - D4 - Single Family Medium High Density
  - D5 - Single Family High Density
  - D6 - Single Family Cluster/Low Density Multi-Family
  - D6II - Low Density/Multi-Family
  - D7 - Medium Density Multi-Family
2. Commercial Districts
  - C1 Office District
  - C3 Neighborhood Commercial District
  - C4 Community Regional - Commercial
  - C5 General Commercial
3. Industrial
  - I3S Medium Industrial Suburban District
  - I4S Heavy Industrial Suburban District
  - I2U Light Industrial Urban District
4. Hospital District
  - HD1 Hospital District 1
5. Park Districts
  - PK1 Park District 1
6. Special Use Districts
  - SU1 Churches
  - SU7 Charitable and Philanthropic Institutions
  - SU9 Governmental
  - SU34 Club Rooms, Fraternity, Lodge

### Assets:

1. From 1968 to 1987, there has been considerable variance and rezoning activity in the Lafayette Road/Coffin park Neighborhood, however it basically has been confined to Lafayette Road, W. 16th and 30th Streets. Little activity has taken place in the predominantly residential areas.

### Liabilities:

There are some instances where current zoning and current land use within the Lafayette Road/Coffin park neighborhood are in conflict. These conflicts are identified in this plan.

1. There are several churches in the neighborhood which are improperly zoned. Examples of this kind of conflict are:

	Present Zoning Classification	Current Use
(a) Jesus Is The World Church 3040 W. 16th Street	C5	SU1
(b) Serbian Orthodox Church 3636 W. 16th Street	C4	SU1
(c) Speedway Church of the Bible Covenant 2051 Luett Street	D5	SU1
(d) Gospel Holiness Church 2054 N. Exeter	D5	SU1
(e) Christ Way Missionary Baptist Church 1910 Belleview Place	D5	SU1

2. The Post Office located at 3322 W. 16th Street is in a present zoning classification of C5; the proper classification is SU1
3. The V.A. Hospital, located at 2601 Cold Spring Road, is currently designated as D5. The more appropriate classification is HD1.
4. School #90, 3351 W. 18th Street has a current zoning classification of D5. The appropriate classification is SU1.
5. The property located in the 2600 block of W. 16th Street from the alley west of Belleview to Holmes (northside of street) is currently zoned D5. The proper designation is C5.

### Goal Statement:

Provide for the orderly maintenance and redevelopment of the Lafayette Road/Coffin Park neighborhood which lends itself to the proper alignment between existing land use and zoning classifications.

The zoning plan proposes the following objectives:

1. Match land use decisions with appropriate zoning classifications.

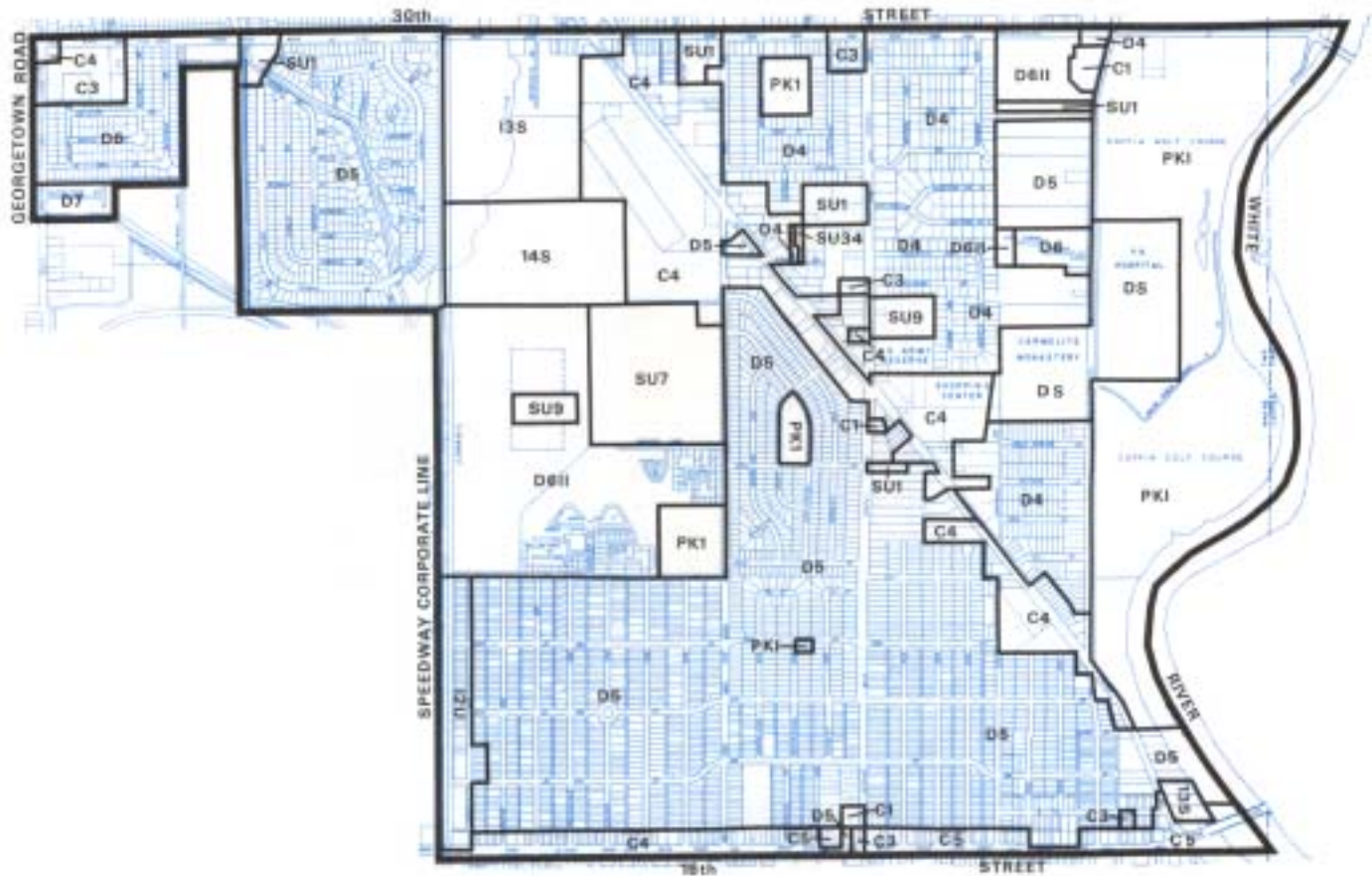


2. Downzone commercial uses to a lower classification to allow for an appropriate range of uses.
3. Upzone areas where current zoning is outdated and inappropriate for the area.

# PROPERTIES RECOMMENDED FOR ZONING ACTION

April, 1988

Property Address	Use(s)	Present Zoning	Recommended Zoning	Objective Addressed
1. 3040 W. 16th Street	Church	C5	SU1	1
2. 3322 W. 16th Street	Post Office	C5	SU9	1
3. 3351 W. 18th Street	School	D5	SU2	1
4. 3626 W. 16th Street	Church	C4	SU1	1
5. 2051 Luett Street	Church	D5	SU1	1
6. 2054 N. Exeter Street	Church	D5	SU1	1
7. 1910 Belleview Place	Church	D5	SU1	1
8. 2601 Cold Spring Rd.	Hospital	D5	HD1	1
9. 2600 Block of W. 16th From Alley West of Belleview to Holmes (Northside)	Commercial	D5	C4	2
10. 2500 Cold Spring Rd.	Monastery	D5	SU1	1
11. Area behind apts. at W. 21st and Woodview Lane	Vacant	D6II	SU9	1
12. 2640 Lafayette Road	Restaurant	D5	C4	1
13. 3310 W. 15th Street	Church	D5	SU	1
14. 2625 N. Kessler Blvd.	U.S. Army Reserve Center	SU9, D4	SU9	1
15. 2021 to 2073 Lafayette Road	Residential and Vacant	C4	D4	1
16. Parcel immediately west of Cold Spring Manor Road	Residential	D611	D6	1
17. Existing single family in the 2200 block on the east side of Lafayette Road to Warman Avenue	Residential	C4, D4	D6	1



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 8 / EXISTING ZONING CLASSIFICATIONS

#### DWELLING DISTRICTS

- D4 Single Family - Medium High Density
- D5 Single Family - High Density
- D6 Single Family - Cluster
- D6II Multi-Family - Low Density
- D7 Multi-Family - Medium Density
- DS Single Family - Suburban

#### COMMERCIAL DISTRICTS

- C1 Office Buffer
- C3 Neighborhood Commercial
- C4 Community Regional
- C5 General Commercial

#### HOSPITAL DISTRICT

- HD1

#### PARK DISTRICT

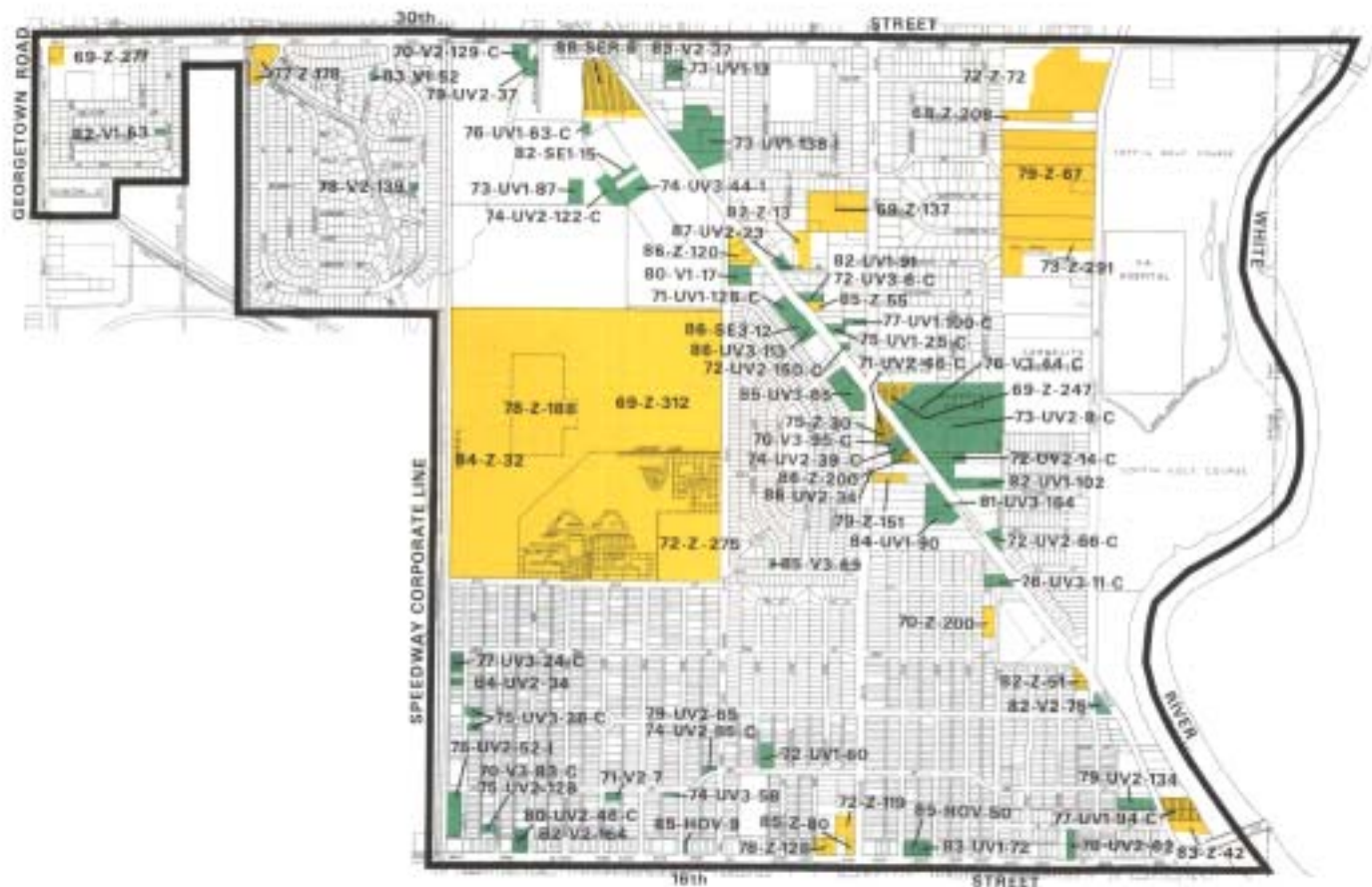
- PK1

#### INDUSTRIAL DISTRICTS

- I2U Light Industrial Urban
- I3S Medium Industrial Suburban
- I4S Heavy Industrial Suburban

#### SPECIAL USE DISTRICTS

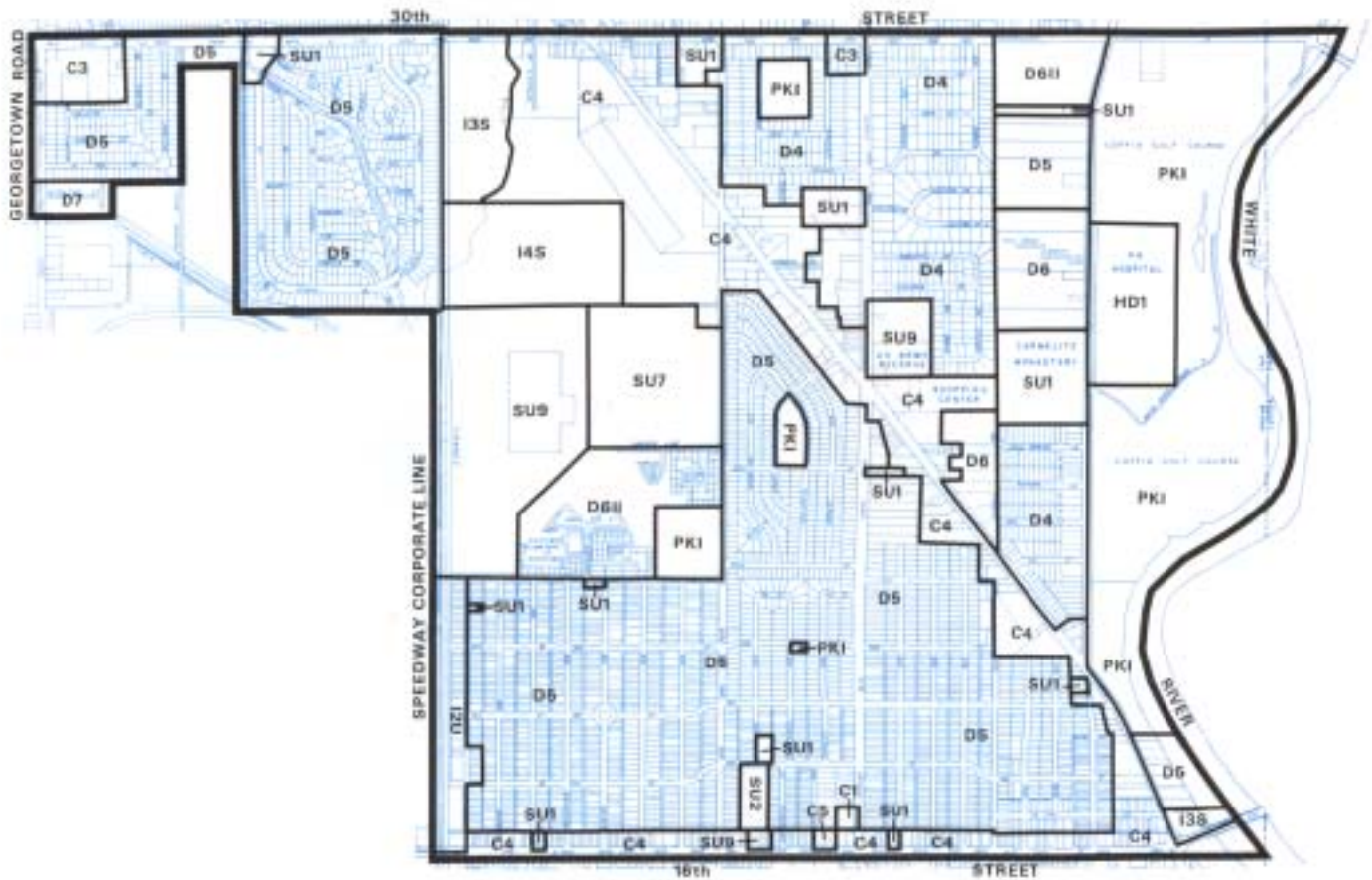
- SU1 Churches
- SU7 Charitable Institutions
- SU9 Governmental Use
- SU34 Club Rooms



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 9 / REZONINGS AND VARIANCES

- REZONINGS
- VARIANCES
- REZONING/VARIANCE



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 10 / ZONING PLAN

#### RESIDENTIAL DISTRICTS

- D4 Single Family - Medium High Density
- D5 Single Family - High Density
- D6 Single Family - Cluster
- D6II Multi-Family - Low Density
- D7 Multi-Family - Medium Density

#### COMMERCIAL DISTRICTS

- C1 Office Buffer
- C3 Neighborhood Commercial
- C4 Community Regional
- C5 General Commercial

#### HOSPITAL DISTRICT

HD1

#### PARK DISTRICT

PK1

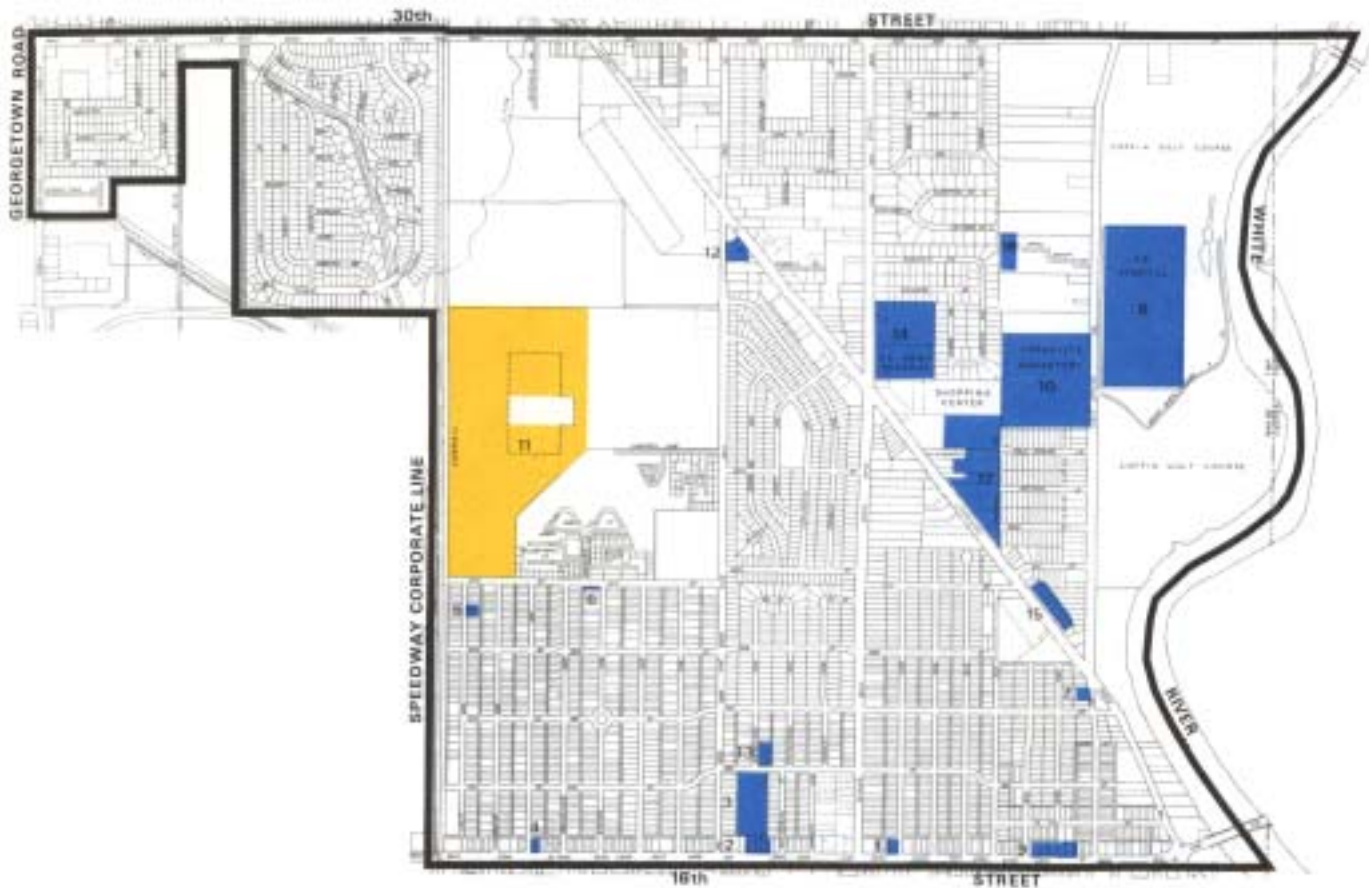
#### INDUSTRIAL DISTRICTS

- I2U Light Industrial Urban
- I3S Medium Industrial Suburban
- I4S Heavy Industrial Suburban

#### SPECIAL USE DISTRICTS

- SU1 Churches
- SU2 Schools
- SU7 Charitable Institutions
- SU9 Governmental Use





## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 11 / RECOMMENDED ZONING CHANGES

PRIORITY I		PRIORITY II	
CLASSIFICATION CHANGES			
FROM	TO	FROM	TO
1. C5	SU1	10. D5	SU1
2. C5	SU9	11. D6II	SU9
3. D5	SU2	12. D5	C4
4. C4	SU1	13. D5	SU1
5. D5	SU1	14. SU9/ D4	SU9
6. D5	SU1		
7. D5	SU1	15. C4	D4
8. D5	HD1	16. D6II	D6
9. D5	C4	17. C4/ D4	D6

## Housing and Residential Environment

Although there is a diverse mix of land use in the Lafayette Road/Coffin Park neighborhood, the predominant use is residential. This represents thirty-eight percent of the total land use in the neighborhood.

According to the land use/building conditions survey, the majority of the buildings in the Lafayette Road/Coffin Park Neighborhood are in sound condition.

The windshield survey was conducted by driving every street and sometimes alleys, to observe building conditions. Land use and building conditions were tabulated in this manner.

### Housing Conditions

- A. . Sound
  - . OK or needs "handyman" operations
  - . A primary structure that is adequate for its use or could be made so with a few relatively simple maintenance operations. (Requires paint with little preparation, small areas of concrete or masonry to be patched, a few shingles to be replaced, gutters to be patched or straightened.)
- B. . Deteriorating - Minor
  - . Lack of maintenance resulting in deterioration of the building
  - . A primary structure that appears structurally stable, yet requires maintenance. (Requires paint with extensive preparation, porch slightly leaning, doors or windows in state of disrepair, new roof surface needed, gutters falling off or missing.)
- C. . Deteriorating - Major
  - . Hazardous Neglect
  - . A primary structure that requires structural correction and/or complete renewal or replacement of surface materials. (Settling or crumbling foundation, leaning walls or chimneys, exaggerated sagging of roof, extensive rotting of wood, loose masonry, doors or windows missing, minor damage).
- D. . Substandard
  - . Beyond Repair
  - . A primary structure not fit for use due to structural deterioration (sections of walls or roofs missing) extensive fire damage, more than one major structural deterioration factor).

LAFAYETTE ROAD/COFFIN PARK

BUILDING CONDITION COUNT

AUGUST, 1987

TOTAL NUMBER: 3316

Numbers expressed as a percentage of the total number for the plan area.

1. Single Family Dwellings

A.	=	2,948 or 95.6%	Total =	3,084
B.	=	129 or 4.2%	or	93%
C.	=	5 or .16%		
D.	=	2 or .06%		

2. Two Family Dwellings

A.	=	30 or 85.7%	Total =	35
B.	=	5 or 14.3%	or	1.05%

3. Multi-Family Dwellings

A.	=	7 or 87.5%	Total =	8
B.	=	1 or 12.5%	or	.24%

4. Commercial

A.	=	136 or 91.3%	Total =	149
B.	=	13 or 8.7%	or	4.49%

5. Office

A.	=	5 or 71%	Total =	7
B.	=	2 or 29%	or	.21%



6. Industrial

A. = 11 or 92%

Total = 12

B. = 1 or .08%

or .36%

7. Public/Semi-Public

A. = 21 or 100%

Total = 21

or .63%

Total "A" Conditions = 3,158 or 95%

### Assets:

1. The land use/building conditions survey indicates that the majority of the housing units in the Lafayette Road/Coffin Park neighborhood are in sound condition (95%).
2. According to the land use/building conditions survey, only four percent of the housing structures exhibited minor deterioration.
3. The majority of the homes north of 21st Street were built during the 1950's - 1960's.
4. There is relatively little intrusion of commercial and industrial uses into the residential neighborhood.
5. Vacant parcels are at a minimum.

### Liabilities:

1. The housing in the extreme northwest quadrant of the Lafayette Road/Coffin Park neighborhood abuts the Indianapolis Motor Speedway. During the month of May the neighborhood is disturbed by activities relating to race day.
2. Two structures are substandard and need to be demolished.

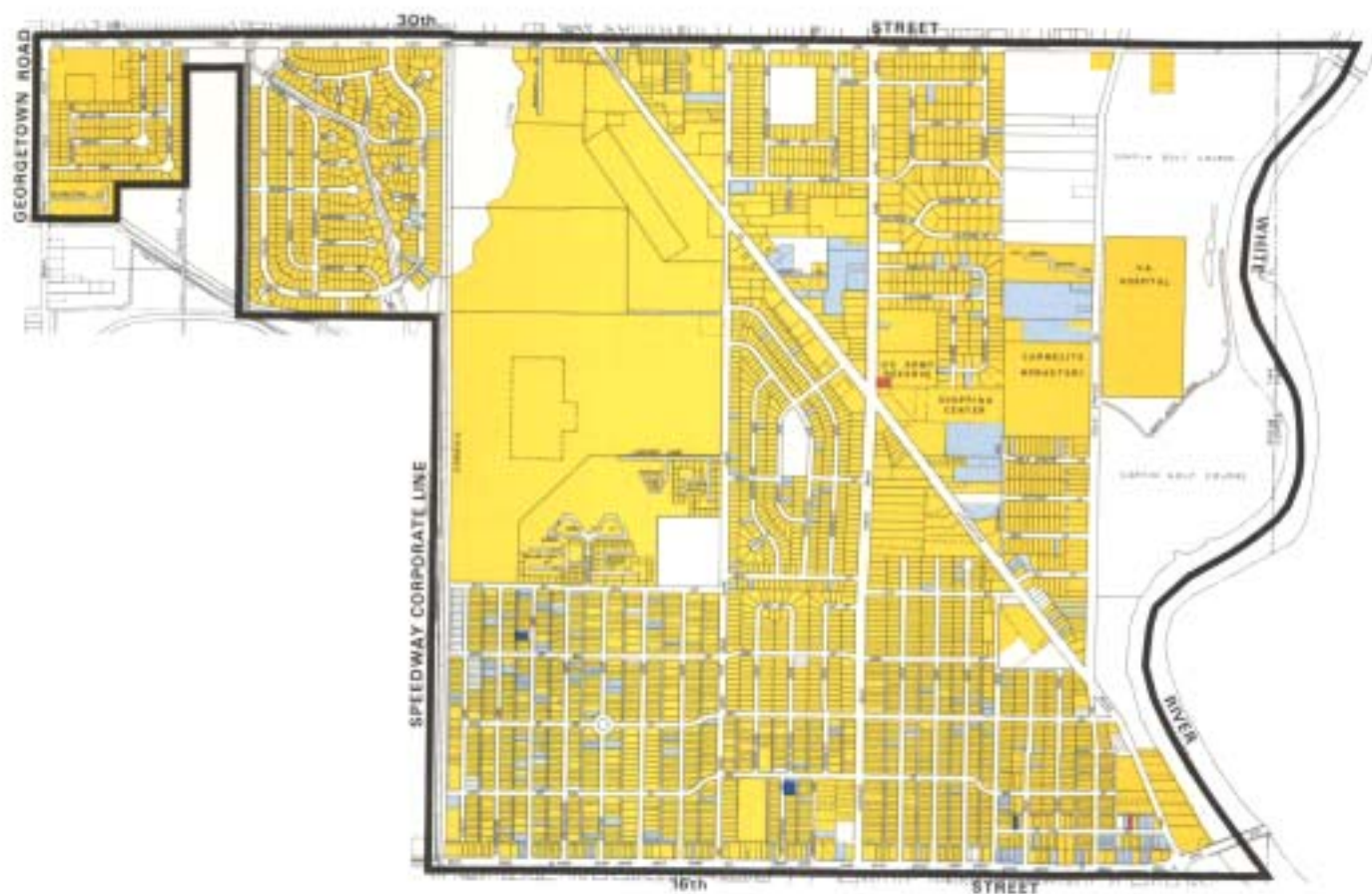
### Goal Statement:

Maintain the housing stock in the Lafayette Road/Coffin Park neighborhood, and prevent deterioration through conservation and rehabilitation activities. Provide safe, decent and affordable housing for all.

### Recommendations:

1. Although the majority of the housing stock is in sound condition, it is recommended that housing codes be enforced to maintain the quality of housing that currently exist.
2. Demolish the following structures due to their substandard conditions:
  - (a) The house located between 2422 and 2416 W. 17th Street.
  - (b) The house and garage located at 2603 Kessler Blvd., N.
3. Develop a rehabilitation program, concentrating in the area between 16th and 21st Street, Luett to Tibbs Avenue using Community Development Block Grant monies for activities such as:

- (a) Housing rehabilitation assistance
- (b) Paint-up/Fix-up
- (c) Emergency home repair



**LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN**  
**MAP 12 / BUILDING CONDITIONS**

- SOUND
- MINOR DETERIORATION
- MAJOR DETERIORATION
- SUBSTANDARD

## Commercial and Economic Development

Commercial development is concentrated on Lafayette Road, West 16th Street and West 30th Street. Most of the commercial activity has remained stable throughout the past few years, however there is one shopping center located at 2333 Lafayette Road which is all but deserted. Precautions should be taken to maintain a proper balance throughout Metropolitan Indianapolis, between the development of new shopping centers and the demise of existing centers.

### Assets:

1. Commercial establishments on Lafayette Road, West 16th Street and West 30th Street provide the area residents with a variety of goods and services.
2. Eagledale Shopping Center has been able to retain major anchor retail stores:
  - Hook's Drugstore
  - Select Sewing Service
  - Eagle Bowl
  - Marsh Supermarket
  - Volunteers of America Thrift Store
  - Eagle Lounge Tavern
  - Division of Public Health
  - Rent -A- Car
  - Picadilly Night Club
  - Dairy Queen
  - Remington Glass Company

### Liabilities:

1. The shopping center located at 2333 Lafayette Road is vacant with the exception of two tenants, Abe Barber Shop and Cambridge Inn Cafeteria.
2. Some of the buildings along Lafayette Road need improvements.
3. The visual image of Lafayette Road is poor.
4. Lack of sidewalks and curbs along Lafayette Road prohibit pedestrian access to commercial establishments.
5. Residential structures have been converted into commercial uses. This is partially true on West 16th Street.
6. Commercial development on Lafayette Road, north of 38th Street and along 38th Street is potentially threatening to commercial survival in the Lafayette Road/Coffin Park area.

7. There are a few adult entertainment establishments on Lafayette Road which are perceived by area residents as "trouble spots".

Goal Statement:

To increase the economic viability of the neighborhood, through a public/private partnership, by establishing incentives for the proper maintenance and development of commercial activity.

Recommendations:

1. Renovate and locate anchor tenants for the defunct shopping center located at 2333 Lafayette Road.
2. Restrict conversions of residential structures for commercial uses. (West 16th Street)
3. Restrict the quantity of additional variances on Lafayette Road for auto-related uses.
4. Adhere to Lafayette Road-Coffin Park design standards to assist in the orderly commercial growth and development of Lafayette Road.
5. To improve the aesthetics of Lafayette Road a beautification program should be developed using landscaping, planters, etc., where applicable.
6. A facade restoration program should be implemented on Lafayette road and West 16th Street where applicable.
7. It is recommended that any new curb cuts, as a result of commercial development, be integrated with adjoining commercial uses on Lafayette Road and W. 16th Street.

## Industrial

The Lafayette Road/Coffin Park neighborhood has a minimal amount of land which is currently industrial use. Of 1512.9 acres, only 43 acres or 2.89% are industrial use.

### Assets:

1. There is no encroachment of industrial uses into residential or commercial uses.
2. Although industrial use in the Lafayette Road/Coffin Park area is minimal, it does provide opportunity for employment of area residents.

### Liabilities:

1. The industrial sites on Luett Avenue are not properly landscaped or buffered from the residential areas.
2. The Comprehensive Land Use Plan designates the area on Luett Street from 16th Street to 20th Street as residential although the current use from 16th Street to 20th Street (west side) and a portion of the 1700 block (east side) is industrial.

### Goal Statement:

1. To improve the quality of industrial uses and the economic base of the neighborhood which will not conflict with residential and commercial concerns of the area.

### Recommendations:

1. Develop adequate buffering/landscaping between industrial and residential uses on Luett Avenue from 16th Street to 21st Street.
2. Refine the Comprehensive Land Use Plan to reflect the existing industrial use on Luett Avenue from 16th Street to 21st Street (westside) and from 17th to 18th Street (eastside).

## Transportation

An observation of the traffic counts in the Lafayette Road/Coffin Park neighborhood generally reflects an increase in traffic volumes on the main thoroughfares. From 1983 to 1987 traffic in the area has increased approximately 9%. This can be attributed to several factors. During the past few years, multi-family units have increased substantially, especially along the Georgetown Road Corridor, north of the study area. Commercial expansion along Lafayette Road in the study area and north of the northern boundary (30th Street) up to and including Lafayette Square Shopping Center and additional commercial centers along the 38th Street corridor have also affected the traffic counts. The levels of service data indicates that the neighborhood has a good operating level of service with the exception of Tibbs Avenue between 16th Street and Lafayette Road.

\*These Levels-of-Service (LOS) were obtained by using volume/capacity ratios which are based on current traffic volumes (AOTs), number and width of driving lanes, and capacity expressed in number of vehicles per hour, per lane as specified in the Highway Capacity Manual. These LOS can be altered by changes in signal timings and phasings, intersection geometry, and various other traffic engineering features. As a result, it should be kept in mind that these LOS are general and did not consider these more detailed factors.

### Traffic Counts

Date: January 3, 1984

Location: Georgetown Road

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year					
			1974	1976	1977	1980	1983	1987
25th St.	30th St.	377	14626	14629	14849	15510	(16566 A)*	18757 A

Date: November 19, 1986

Location: 16th Street

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year							
			1973	1975	1976	1977	1979	1981	1983	1986
Olin Ave.	Tibbs Ave.	1308	25574	26264	24951	27210	23236	28425	25610	(27413 B
Tibbs Ave.	Kessler Blvd., ND	1309	22671	27795	27310	27387	24904	27611	26056	(27266 B
Kessler Blvd., ND	Lafayette Road	1310	23554	27297	26222	27434	24467	26319	23819	(27754 B



Date: March 1, 1984

Location: 30th Street

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year						
			1975	1976	1978	1979	1981	1984	1987
Georgetown	Lafayette Road	1389	15400	12561	15750	14539	12426	(13589 A)	13521 A
Lafayette Road	Tibbs Ave.	1390	12256	8204	14129	12451	14201	(11185 A)	11756 A
Tibbs Ave.	Kessler Blvd.	1391		14119	17393	15016	15878	(15403 A)	16967 A
Kessler Blvd.	Cold Springs Rd.	1392	11822	12915	14723	14426	12264	(13516 A)	15339 A
Cold Springs Rd.	White River Pkwy W. Dr.	1393	12078	12137	13734	12563	12016	(11698 A)	14700 A

Date: May 13, 1987

Location: Tibbs Avenue

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year						
			1973	1975	1976	1978	1980	1983	1987
16th St.	Lafayette Road	2013	N.A.	N.A.	N.A.	12687	12365	14386	(14728 E)
Lafayette	30th St.	2014	N.A.	N.A.	N.A.	6389	6199	6791	(7435 A)

Date: January 3, 1984

Location: Lafayette Road

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year						
			1973	1975	1977	1981	1983		1987
16th St.	Cold Springs Rd.	650	17340	18316	18139	16421	(17504 A)		16868 A
Cold Springs Road	Kessler Blvd.	651	16543	16575	15882	15786	(14899 A)		16547 A
Kessler Blvd.	Tibbs Ave.	653	14937	17479	16689	18505	(17080 A)		16406 A
Tibbs Ave.	30th St.	654	22648	17142	19626	19121	(20000 B)		25502 D

Date: November 1, 1983

Location: Kessler Boulevard, N. Dr.

From	To	Sta. No.	Unadjusted 24-Hour Volumes By Year						
			1974	1976	1977	1978	1980	1983	1987
16th St.	Lafayette Road	594	6690	7573	8276	8249	7486	(7201 A)	8011 A
Lafayette Road	30th St.	595	8583	9304	9117	11653	8765	(9755 B)	9716 B

## LEVELS OF SERVICE

- A Free flow. Operating speeds at or greater than 60 mph on freeways. Average overall travel speed of 30 mph or more on arterials.
- B Higher speed range of stable flow. Operating speed at or greater than 55 mph on freeways. Average overall arterial speeds drop due to intersection delay and intervehicular conflicts, but remain at 25 mph or above. Delay is not unreasonable.
- C Operation still stable, but becoming more critical. Operating speed 50 mph on freeways. Arterial traffic flow still stable with acceptable delays. Average overall arterial travel speeds of 20 mph.
- D Lower speed range of stable flow. Operation approaches instability and is susceptible to changing conditions. Operating speed approximately 40 mph on freeways. Beginning to tax capabilities of arterial street sections. Average overall speeds down to 15 mph. Delays at intersections may become extensive with some cars waiting two or more cycles.
- E Unstable flow. Overall operating speeds of 30-35 mph on freeways. Volumes at capacity under ideal conditions. Freeway traffic flow metered by design constrictions and bottlenecks, but long backups do not normally develop upstream. Average overall arterial traffic variable, but in area of 15 mph. Continuous backup on approaches to intersections.
- F Forced flow. Freeway acts as storage for vehicles backed-up from downstream bottleneck. Operating speeds range from near 30 mph to stop-and-go operation. Average overall arterial traffic speed below 15 mph. All intersections handling traffic in excess of capacity with storage distributed throughout the section. Vehicular backups extend back from signalized intersections.

### Assets:

1. Two of the neighborhood boundaries are major thoroughfares: West 16th Street and West 30th Street.
2. North/south and east/west access in the neighborhood is good.
3. All streets in the neighborhood are paved.

### Liabilities:

1. Sidewalks do not exist in the majority of the neighborhood.
2. Street improvements need to be done on Lafayette Road.  
(Resurfacing)
3. The lack of curbs in many areas of the neighborhood compounds drainage problems.
4. Some streets, even in newer areas, are in need of street repair: a) Eagledale Drive, b) Mussman Dr., c) 4600 block of West 28th Street.
5. Metro bus routes do not adequately service the neighborhood. Route #15 services West 30th Street from Harding to Georgetown Road. Route #25 services West 16th Street from Lafayette Road to Georgetown Road. These are the only two areas in the neighborhood accessible by bus.
6. Some streets dead end which impedes the smooth flow of traffic. This is particularly true on Cold Spring Lane, Putters Lane and 22nd Street west of Cold Springs Road.
7. Alleys, especially in the southern portion of the neighborhood are in a state of disrepair with weeds and debris.

### Goal Statement:

Provide a safe and efficient pedestrian and vehicular transportation system which services the neighborhood.

### Recommendations:

1. Repair Lafayette Road from 16th Street to 30th Street where applicable.
2. Repair: a) Eagledale Dr., b) Mussman Dr., c) 4600 block of West 28th Street.
3. Explore the feasibility of expanded Metro bus service for the neighborhood.

## Public Safety

Fire station #30 is located at 2400 North Tibbs Avenue. This is the only station in the neighborhood. Fire station #33, 3430 Moller Road is outside the study area but does provide service when applicable.

Within the Indianapolis Police Department major crimes are reported on a geographic grid system. These grids are areas of 25 square blocks laid out concentrically throughout the Indianapolis Police District from the intersection of Meridian and Washington Streets. The following statistics have been extracted from that reporting system for the years 1985, 1986 and 1987. The statistics do indicate that overall crime has slightly decreased during this period of time.

### Lafayette Road/Coffin Park Crime Statistics

#### 1987

All Crime	1024	-4%
Burglary	313	+1%
Robbery	43	+42%
Vandalism	147	+4%
Vehicle Related Larceny	126	-31%
Vehicle Theft	87	0%
Rape	13	+15%
Purse Grab	13	+69%

#### 1986

All Crime	1071	-2%
Burglary	310	+7%
Robbery	25	-36%
Vandalism	141	-3%
Vehicle Related Larceny	183	+3%
Vehicle Theft	87	+29%
Rape	11	0%
Purse Grab	4	-20%

#### 1985

All Crime	1097
Burglary	287
Robbery	39
Vandalism	145
Vehicle Related Larceny	178
Vehicle Theft	62
Rape	11
Purse Grab	5



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 13 / TRAFFIC COUNTS

- PRIMARY ARTERIALS
- 20,000  
(1980) TRAFFIC COUNTS / YEAR TAKEN
- HIGH ACCIDENT INTERSECTION



## LAFAYETTE ROAD / COFFIN PARK NEIGHBORHOOD PLAN

### MAP 14 / SIDEWALK AND STREET CONDITIONS

- EXISTING SIDEWALKS
- NEW CURBS AND SIDEWALK CONSTRUCTION
- STREET REPAIR NEEDED

## Parks and Recreation

There are an approximate 173.3 acres (11.45 percent) of parks and open space in the Lafayette Road/Coffin Park neighborhood. Most of the area residents are in proximity to one of the recreational areas.

### Assets:

1. Coffin Golf Course is located at 2401 Cold Spring Road. The course consists of 152 acres and 18 holes.
2. Centennial and Groff Park is a sub neighborhood park located at 2300 N. Centennial Street. It is a four acre park which includes a spray pool, child's play area, picnic area, shelter, etc.
3. Centennial and 20th Street Park is a small park (.3 acres) but does provide additional open space for recreational purposes.
4. Moreland Park is located at 2935 Moreland Avenue. This park contains 6.2 acres.
5. Tibbs Avenue and 21st Street Park has 10.6 acres. It has picnic areas, children's play area, water fountains, tennis courts, ball diamonds, basketball courts, volley ball and open space.
6. Although Gustafson Park is outside of the study area (30th and Moller Road) it does provide additional recreational service to the Lafayette Road/Coffin Park residents.

### Liability:

1. The extreme northwest portion of the neighborhood does not have a park or open space.
2. There are some reported cases of vandalism and abuse of park property.

### Goal Statement:

To maintain and develop recreational facilities in the Lafayette Road/Coffin Park neighborhood, which would include parks and open spaces which would benefit area residents.

Recommendations:

1. It is recommended to develop or make available a park or open space for residents of the extreme northwest quadrant of the study area. Acreage is owned by both Coca Cola and the Speedway Corporation which could be used for this purpose.
2. Provide security in the parks to minimize vandalism and increase use by area residents.



## Community Services Facilities And Special Uses

There are a variety of community services, facilities and special uses in the Lafayette Road/Coffin park neighborhood.

### Assets:

1. Municipal Gardens is located at 1831 Lafayette Road. It is a focal point for youth recreation and programs for the elderly. The facility has recreational programs for the handicapped and is a distribution center for U.S. surplus food.
2. The Veterans Administration Hospital is located at 2601 Cold Spring Road.
3. School #90, 3351 W. 18th Street, is the only public school located in the neighborhood.
4. The Public Health District Office is located in the Eagledale Shopping Center, 2802 Lafayette Road.
5. Churches are located throughout the neighborhood.
6. The Marion County Association For Retarded Citizens - Noble Centers is located at 2400 N. Tibbs Avenue.

### Liabilities:

1. There is inadequate transportation for area residents, especially senior citizens, to avail themselves of the various services in the neighborhood.
2. Although the Midtown Addiction Services Agency provides an alternative to using illicit drugs, the clients have repeatedly complained of the poor location of the clinic.

### Goal Statement:

To strengthen the networking between the providers of human services and ensure that area residents are aware of the services provided.

### Recommendations:

1. Develop a transportation system exclusively for the shut-ins and the elderly to assist them in going to the various service providers.
2. Ensure that the existing providers of service develop/or maintain a linkage which will minimize duplication of effort and maximize service to the clients.

# ACTION PROGRAM

Recommendations	1989	1990	1991	1992	1993	Potential Implementing Agencies
1. Land Use						
- Change land use designation at W. 16th St. and Lafayette Road	X					DOP
- Buffer commercial from residential uses	X	X	X			CE
- Change land use designation 1637 - 1815 Lafayette Road	X	X	X			DOP
2. Zoning						
- Recommended changes	X	X	X	X	X	DDS
3. Housing						
- Enforce housing codes	X	X	X	X	X	DDS
- Demolish substandard structures	X					DDS
- Develop rehabilitation program	X	X	X	X	X	DEHD
4. Commercial and Economic Development						
- Renovate and locate anchor tenants for 2333 Lafayette Road		X	X	X		Leasee/
- Restrict conversions of residential conversions - W. 16th St.	X	X	X	X	X	DDS
- Restrict the quantity of variances on Lafayette Rd.	X	X	X	X	X	DDS
- Adhere to Lafayette Road design standards	X	X	X	X	X	DDS
- Develop a beautification program	X	X	X	X	X	Neighborhood Association
- Implement a facade restoration program	X	X	X			Merchants Association
- Integrate curb cuts	X	X	X	X	X	DOT
5. Industrial						
- Develop adequate buffering - industrial/residential uses.	X	X	X	X	X	I.C.
- Refine the Comprehensive	X	X				DOP

Recommendations	1989	1990	1991	1992	1993	Potential Implementing Agencies
6. Transportation						
- Repair Lafayette Road from 16th to 30th Streets	X	X				DOT
- Repair Eagledale Dr., Mussman Dr., and 4600 block of W. 28th Street		X	X			DOT
- Explore expanded Metro service	X	X				Metro
7. Parks and Recreation						
- Develop park - northwest quadrant		X	X			DPR
- Provide park security	X	X	X	X	X	DPR NA
8. Community Services						
- Develop transportation system (shut-ins)	X	X	X	X	X	CCI
- Develop linkage between service providers	X	X	X	X	X	CAAP WESSC

## List of Abbreviations and Acronyms

DOP.....Division of Planning  
CE.....Commercial Establishments  
DDS.....Division of Development Services  
DEHD.....Division of Economic and Housing Development  
PO.....Property Owner  
IC.....Industrial Companies  
DOT.....Department of Transportation  
DPR.....Department of Parks and Recreation  
NA.....Neighborhood Association  
CCI.....Community Centers of Indianapolis  
CAAP.....Community Action Against Poverty  
WESCC.....Westside Economic Social Services Corporation

## APPENDICES

APPENDIX A  
PERMITTED USES IN COMMERCIAL ZONING DISTRICTS

# PERMITTED USES IN COMMERCIAL ZONING DISTRICTS

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Accessory, Convenience									
Retail Sales and Services									
in Offices and Apartments		X*							
Accounting, Auditing, and									
Bookkeeping Services	X	X	X	X	X	X		X	
Advertising Services	X	X	X	X	X	X		X	
Adult Bookstore					X(SE)*	X(SE)*		X(SE)*	
Adult Theatre (amusement					X(SE)*	X(SE)*		X(SE)*	
recreation, entertainment)									
Air Conditioner Sales &					X	X		X	
Service (window type)									
Air Conditioner Sales &									X
Service (central type)									
Alcohol - Package Liquor									
Store			X*		X*	X*		X*	
Alignment, wheel						X		X	
Ambulance Service						X		X	
Amusement Arcade					X(SE)*	X(SE)*		X(SE)*	
Animal Hospital					X	X		X	
Antique Store			X	X	X	X		X	
Apartment Hotels						X	X	X	
Apartments (attached or									
detached multi-fam. dwell)		X							
Apparel Shop			X	X	X	X		X	
Appliance Sales and									
Service - Major					X	X		X	
Appliance Sales and									
Service - Small			X	X	X	X		X	X
Archery						X		X	
Architectural Offices	X	X	X	X	X	X		X	
Art School					X	X		X	
Arts and Crafts Studio			X	X	X	X		X	
Athletic Club					X	X		X	
Auctions (and Auctioneer)						X		X	
Auditoriums	X	X	X	X	X	X		X	
Auto and Tire Center					X*	X*		X*	
Auto Paint Shop						X*		X*	
Auto Parts Sales					X*	X		X	
Auto Rental						X		X	
Auto Repair Garage									
(including transmission,									
painting and radiator						X*		X*	
Auto Rustproofing					X*	X*		X*	
Auto Sales, new or used,									
service and repairs					X*	X*		X*	
Auto Storage of new or									
used vehicles									X
Auto Trailer Rental								X	
Auto Wash (automatic)					X*	X*		X*	
Awning Contractors									X
Bait and Tackle Shop			X	X	X		X		
Bakery (retail)			X	X	X		X		
Ballrooms (public)					X				
Banks	X	X	X	X	X	X		X	
Barber School					X	X		X	
Beauty Shop			X	X	X	X		X	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Bicycle Sales, Service and/or repair (conducted within enclosed buildings)						X*		X*	
Bicycle Store			X	X	X	X		X	
Billiard Parlor					X	X		X	
Blue Printing					X	X		X	
Boat Sales and Service and Storage								X	
Body Shop - Auto						X*		X*	
Bottled Gas Storage and Distribution									X
Bowling Alley					X	X		X	
Brokerage Firms	X	X	X	X	X	X		X	
Building Contractors									X
Building Materials - Retail (outside storage)									X
Building Materials - Retail (no outside storage)					X	X		X	
Bus Garage & Maintenance								X	
Bus Sales, New or Used, Service and Repair								X	
Business Office	X	X	X	X	X	X		X	
Candle Shop			X	X	X	X		X	
Car Wash (completely indoors, self-service automatic or semi-autom.)					X*	X*		X*	
Card Shop			X	X	X	X		X	
Carpet Sales			X		X	X		X	
Catering Service						X		X	
Cemetery Monuments & Tombstones								X	
Ceramic Shop			X	X	X	X		X	
Charitable Institution									
Donation Pick-up Station			X	X	X	X		X	
Christmas Tree Sales (Temporary seasonal use)					X*	X*		X*	
Civic Club	X	X	X	X	X	X		X	
Clerical School	X	X	X	X	X	X		X	
Club Rooms					X	X		X	
Commercial Amusement (or entertainment or recreation) - Indoor					X	X		X	
Commercial Parking Lots and Structures					X	X		X	
Commissary and similar Retail Food Preparation						X		X	
Community Center	X	X	X	X	X	X		X	
Community Shopping Center (90,000-275,000 sq ft gfa)					X	X		X	
Condominium		X							
Construction Company									X
Consumer Services Office	X	X	X	X	X	X		X	
Contractors (i.e., painting, decorating, roofing, awnings, etc)									X
Convalescent (Homes)	X	X							



	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-1D
Correspondence School	X	X	X	X	X	X		X	
Crating and Packaging Serv.									X
Credit Service	X	X	X	X	X	X		X	
Custard Stand					X+	X+		X+	
Custom Glass Fabrication and Installation								X	
Dairy Products - Retail			X	X	X	X		X	
Dance Hall					X	X		X	
Dance School or Studio (instruct. purposes only)					X	X		X	
Data process. or analysis	X	X	X	X	X	X		X	
Day Nursery	X	X							
Decoration Contractor									X
Delicatessen			X	X	X	X		X	
Dental Clinic & Laboratory	X	X	X	X	X	X		X	
Dental Office	X	X	X	X	X	X		X	
Department Store					X	X		X	
Disco					X	X		X	
Discount Store					X	X		X	
Disinfection and Extermin- ation service contractor									X
Distributor									X
Doctor's Office	X	X	X	X	X	X		X	
Dog Grooming			X	X	X	X		X	
Dog Training or Schooling (No boarding)			X	X	X	X		X	
Dressmaking Shop			X	X	X	X		X	
Drive-In Restaurant					X+	X+	X+	X+	
Drive-In Theatre						X		X	
Driving Range - Golf						X		X	
Drug Addiction Counseling Office	X	X	X	X	X	X		X	
Drug Medical Stations (Clinic)	X	X	X	X	X	X		X	
Drug Store			X	X	X	X		X	
Dry Cleaning (self-serv.)			X	X	X	X		X	
Dry Cleaning Pick-up Station			X	X	X	X		X	
Dry Cleaning Plant									X
Dry Goods Store			X	X	X	X		X	
Educational Institution	X	X	X	X	X	X		X	
Electrical Contractor									X
Electrical Supplies (retail sales)			X	X	X	X		X	
Engineering Office, Professional	X	X	X	X	X	X		X	
Equipment Rental, both heavy and light								X	
Extermination and Disin- fection Service Contractor									X
Fabric Store			X	X	X	X		X	
Farm Equipment Sales and Service								X	
Firing Range (indoors)					X	X		X	
Flea Market (indoor)					X	X		X	
Flea Market (outdoor)						X		X	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-10
Floor Covering Store			X		X	X		X	
Flower Sales - (temporary seasonal use)					X+	X		X	
Food Locker Plant						X		X	
Food Store			X	X	X	X		X	
Fruit Stand						X		X	
Fuel & Ice Dealers									X
Funeral Homes	X	X	X	X	X	X		X	
Furniture Repair and Stripping									X
Furniture Repair (as part of an antique business)			X						
Furniture Store					X	X		X	
Furniture Store - used			X	X	X	X		X	
Galleries	X	X	X	X	X	X		X	
Garages - off street park.					X	X		X	
Garden and Lawn Materials supplies, equipm., outdoor display						X		X	
Gasoline Service Station			X+		X+	X+	X+	X+	
Gift Shop			X	X	X	X		X	
Glass (auto) Repair Shop					X+	X+		X+	
Glass (custom) Fabrication and Installation								X	
Golf (indoor miniature)					X	X		X	
Golf (miniature)						X		X	
Golf Course						X		X	
Governmental Office Complex	X	X	X	X	X	X		X	
Grocery			X	X	X	X		X	
Gun Sales			X	X	X	X		X	
Gymnasium					X	X		X	
Hardware Store			X	X	X	X			
Hardware Supplies Contractual									X
Health Club, Spa, Studio					X	X		X	
Heating Systems Sales and Service Contractor									X
Heavy and Light Equipment Rental								X	
Hobby Shop			X	X	X	X		X	
Home for the Aged	X	X							
Home for Juveniles	X	X	X	X	X	X		X	
Home Remodeling Company									X
Home Remodeling Supplies and Materials								X	
Hospital, Sick Room equipment, sales & rental			X		X	X		X	
Hotel						X	X	X	
Household Appliance Sales and Service - Major					X	X		X	
Household Appliance Sales and Service - Small			X	X	X	X		X	
Ice & Fuel Dealers									X
Ice Skating Rink (indoor)					X	X		X	
Industrial Laundry									X
Insurance Agent or Service	X	X	X	X	X	X		X	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-10
Interior Decorator (includ. display & sales)			X	X	X	X		X	
Interior Decorator (no display or sales)	X	X	X	X	X	X		X	
Jewelry			X	X	X	X		X	
Job Printing					X	X		X	
Karate School					X	X		X	
Kindergarten	X	X							
Language School					X	X		X	
Laundromat (self-service)			X	X	X	X		X	
Laundry Pick-up Station			X	X	X	X		X	
Law Office	X	X	X	X	X	X		X	
Lawn Mower and Equipment Service and Repair (within enclosed building)						X		X	
Library	X	X	X	X	X	X		X	
Light Equipment Rental								X	
Linen Supply									X
Liquor Store (package)			X+		X+	X+		X+	
Loan Office	X	X	X	X	X	X		X	
Locksmith			X		X	X		X	
Lodges					X	X			
Lumberyard								X	
Lunch Counter			X	X	X	X		X	
Mail Order Store			X	X	X	X		X	
Major Appliance Sales & Repair					X	X		X	
Manufacturing-Prefabricated wood buildings and structural members								X	
Marine - sales & service								X	
Mass Transit terminal					X	X		X	
Massage Parlor, service or facility (excepting professional, medical)					X+(SE)	X+(SE)		X+(SE)	
Meat and Meat Products Wholesale									X
Medical Clinic and Laboratory	X	X	X	X	X	X		X	
Medical Supply Firm			X		X	X		X	
Millwork									X
Mobile Home - Sales and Service								X	
Model Display Home, Garage Outbuilding, or Similar Structures								X	
Mortuary	X	X	X	X	X	X		X	
Motel						X	X	X	
Motorcycle Sales, Service & Repair (in enclosed bldg)						X+		X+	
Moving Company									X
Muffler (only) Repair Shop (totally enclosed)					X+	X+		X+	X
Multi-Family Attached or Detached Dwelling		X							
Museum	X	X	X	X	X	X		X	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-10
Music School					X	X		X	
Music Store (Including records, instruments)			X	X	X	X		X	
Neighborhood Shopping Comp.			X		X	X		X	
Newspaper Publishing & Printing					X	X		X	
Newspaper Substation, Distribution			X		X	X		X	
Night Club					X	X		X	
Nursery Plant (seasonal) Sales					X*	X		X	
Nursery School	X	X							
Nursing Homes	X	X							
Obedience School (no boarding)			X	X	X	X		X	
Office Supplies			X	X	X	X		X	
Office Use or Complex	X	X	X	X	X	X		X	
Off-Street Parking Lots					X	X		X	
Oil Storage & Distribution									X
Optical Goods (sales and service)			X	X	X	X		X	
Optometrist	X	X	X	X	X	X		X	
Outdoor Food or Beverage Sales					X*	X*	X	X*	
Outdoor Storage								X*	X*
Packing & Crating Service									X
Paint and Wallpaper Store			X	X	X	X		X	
Paint (Auto) Shop						X*		X*	
Painting Contractor									X
Parking Lots & Structures (Commercial)					X	X		X	
Personal Serv. Establish.			X	X	X	X		X	
Pest Control Contractor									X
Pet Shop			X	X	X	X		X	
Pharmacy			X	X	X	X		X	
Photocopying					X	X		X	
Photographic Studio			X	X	X	X		X	
Photographic Supplies			X	X	X	X		X	
Photography School					X	X		X	
Physicians Office	X	X	X	X	X	X		X	
Plant Sales (Temporary Seasonal Use)					X*	X		X	
Plumbing Contractor									X
Plumbing, sales and Service					X	X		X	
Post Office			X*		X*	X		X	
Printing Establishment					X	X		X	
Private Club					X	X		X	
Produce Stand					X*	X		X	
Produce Terminal									X
Professional Business Schl	X	X	X	X	X	X		X	
Propane Gas Storage and Distribution									X
Radiator (Auto) Repair Shop						X*		X*	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-10
Radio Sales & Service			X	X	X	X		X	
Radio Studio and (only) Office	X	X	X	X	X	X		X	
Real Estate Agent or Off.	X	X	X	X	X	X		X	
Recording Studio (no broadcasting)					X	X		X	
Recreational Vehicle Sales and Rental								X	
Regional Shopping Center (over 275,000 sq. ft.)					X	X		X	
Restaurants: Inside table service only			X	X	X	X	X	X	
Restaurants: Self service carry out			X+		X+	X+	X	X+	
Restaurants: Outside tables					X+	X+	X	X+	
Restaurants: Service in car					X+	X+	X	X+	
Restaurants: Self Service in car only (no inside seating)					X+	X+	X	X+	
Retail Convenience Goods and/or Service Establish.			X	X	X	X		X	
Retail Lumber Yard								X	
Reupholstery and Furniture Repair									X
Rifle Range - Indoors					X	X		X	
Roller Rink					X	X		X	
Roofing Contractor									X
Rooming & Boarding House		X				X	X	X	
Root Beer Stand					X+	X+	X+	X+	
Rug Cleaning and Repair Service						X		X	X
Rustproofing - Truck								X	
Savings & Loan Office	X	X	X	X	X	X		X	
School - Photography, dance, music, art, language, beauty, and other trades					X	X		X	
Seamstress			X	X	X	X		X	
Secondhand Merchandise			X	X	X	X		X	
Securities & Commodities Broker, Dealer, Exchange and Service	X	X	X	X	X	X		X	
Septic System Contractor									X
Sheet Metal Contractors									X
Shoe Repair			X	X	X	X		X	
Shoe Store			X	X	X	X		X	
Shopping Center					X	X		X	
Shopping or Durable Goods Establishment			X+		X	X		X	
Shopping and Goods Establishment			X+	X+	X	X		X	
Sign Contractor									X
Sporting Goods Store			X	X	X	X		X	
Stationer			X	X	X	X		X	
Storage and Transfer Establishment									X

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-10
Storage of Heavy Equipment - indoor									X
Storage of Heavy Equipment - outdoor									X
Storage of Trucks - indoor									X
Storage of Trucks - outdoor									X
Storedoor Contractor									X
Surgical Supply Firm			X		X	X		X	
Swimming Pool Sales and Outdoor Display								X	
Tailor			X	X	X	X		X	
Tavern			X+		X+	X+		X+	
Television Service			X	X	X	X		X	
Television Studio and Office (only)	X	X	X	X	X	X		X	
Tennis Facility - indoor					X	X		X	
Testing Laboratory									X
Theatre - Indoor					X	X		X	
Theatre - outdoor						X		X	
Tire and Office Service Center					X+	X+		X+	
Tire Recapping									X
Tomestone - including engraving								X	
Tool Rental						X		X	
Tractor (over the road)									
Sales & Service								X	
Trade School					X	X			
Trading Stamp Service			X	X	X	X		X	
Trailer and Farm Equipment Sales and Service								X	
Trampoline Center						X		X	
Transfer Establishment									X
Transmission Repair Shop						X+		X+	
Travel Trailer Sales and Rental								X	
Truck Cleaning, Service, Repair and Rental								X	
Truck (over 1/2 ton) Sales and Service								X	
Truck (1/2 ton or less) Sales & Repair, New/Used					X+	X		X	
Truck Storage - Indoor								X	X
Truck Storage - Outdoor								X	X
Typesetting					X	X		X	
Uniform Clothing Store			X	X	X	X		X	
Upholsterer, Furniture Repair									X
Upholstering Shop									X
Union Hall, (office and assembly room)	X	X	X	X	X	X		X	
U-Haul Trailer Rental								X	
Variety Store			X	X	X	X		X	
Veterinarian					X	X		X	
Veteran's Club					X	X		X	
Wallpaper and Paint Store			X	X	X	X		X	

	C-1	C-2	C-3	C-3C	C-4	C-5	C-6	C-7	C-ID
Warehouse & Distribution Operation (enclosed in a Building)									X
Wearing Apparel and Accessory Store			X	X	X	X		X	
Wheel Alignment (auto)					X*	X*		X*	
Wholesaler									X
Window Contractor									X
Wrecker Service - Incidental Towing Only			X		X	X		X	X

\*The asterisk denotes that the particular use is permitted in the district only under certain conditions and reference should be made to the appropriate ordinance for details of those conditions.

Anytime "(SE)" is denoted on the list, it is an indication that this particular use is permitted in this district only by grant of Special Exception by the board of zoning appeals.

**APPENDIX B**  
**DESIGN STANDARDS**



## DESIGN STANDARDS

### Lafayette Road Recommended Standards For Commercial Development

The following standards are recommended for the Lafayette Road/Coffin Park neighborhood to:

- (1) Guide the development of the Lafayette Road corridor of the Lafayette Road/Coffin Park Neighborhood Plan.
- (2) Give property owners and developers a clear idea of what type of development is appropriate in the area.
- (3) Establish guidelines for City planning staff review of zoning and variance cases and the review of any development seeking public assistance or funding.

The design standards will not replace existing zoning ordinances. They deal with many of the same topics as zoning ordinances, but are standards that are tailored to the Lafayette Road/Coffin Park area. Zoning variances may be necessary for situations where these recommended standards conflict with the requirements for zoning ordinances. The benefits to be gained by applying the standards to area projects, for the individual property owner and for the improved image of Lafayette Road/Coffin Park, will justify the variances to the zoning ordinances.

#### STANDARDS FOR COMMERCIAL DEVELOPMENT

One of the most distinctive features of an older commercial area is its buildings. Building size, shape, color, materials, etc., do much to establish the character of an area no matter what style or age the buildings are. For any commercial area to have an identifiable character there needs to be some common elements that run through the area e.g., similar architectural style, building age, building materials, etc.

#### ARCHITECTURAL COMPONENTS

The reasons for developing building design standards are to make sure that new buildings or newly remodeled buildings:

1. Are compatible in color, style, construction, location, etc. with the surrounding environment, and
2. Are easily identifiable with the type of business that they contain.

A-I. Building Setback and Yards

A. Front Setback

Commercial buildings along Lafayette Road have setbacks which vary. Any new development should have setbacks similar in depth to surrounding, existing development.

B. Side and Rear Yards

Side and rear yard setbacks vary considerably and any new development should have side and rear yards similar in depth to surrounding, existing development.

Typically, side and rear yards in the Lafayette Road/Coffin Park area have been used for loading and front and side yards for parking. It is recommended that these uses continue where they meet the standards for parking, loading setbacks, screening and transitional yards. Wherever possible, parking and loading facilities for several different businesses should be merged so that duplication of these facilities is minimized.

- C. Transitional Yards - Transitional yards (where required yards abut or are across the street or alley from a residential, special use or park district) should be a minimum of three to six feet deep and contain either a landscape strip, fence or wall (described later).

- A-II. Building Shape - Buildings in the study area generally have facades and floor plans that are rectangular. In general, new buildings should conform to this.

- A-III. Building Materials - Significant commercial buildings in the study area are made principally of metal, glass, brick, limestone concrete block or stucco. In general, new buildings should be made of the same materials.

Side and rear facades of buildings not visible from streets can be made out of materials other than those used on facades seen from streets, but they should be painted or otherwise treated to be compatible with the visible facades.

Materials used in remodeling older buildings should be of a quality and style typical to commercial buildings and compatible with the existing elements of the buildings on which they are placed. Materials such as wooden doors with no windows, rough sawn siding and wooden shakes often look out of place on commercial buildings in this neighborhood, and thus they are not encouraged for use.

Mansard and other ornamental type roofs should not be added to buildings because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems.

Any materials used in the Lafayette Road/Coffin Park area should be as durable and maintenance-free as possible. Brick buildings that have never been painted should be painted only if it is necessary for preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

- A-IV. Building Color - Typical colors on older commercial buildings are in a neutral range and primarily the natural colors of the materials (i.e., the colors of brick, stone, metal, etc.).

New colors should conform to this.

Color should never be the most immediately noticeable feature of a building.

- A-V. Storefronts - Storefronts in the Lafayette Road/Coffin Park area typically contain doors and windows. New commercial construction should also contain windows and doors on facades facing streets.

New facades should have the same general proportions of storefront framing and window size as older buildings in the area. Similarly when buildings are remodeled, these proportions should not be destroyed.

- A-VI. Building Height - Commercial buildings in the Lafayette Road/Coffin Park area are typically one story tall. It is recommended that new retail buildings be single-story buildings.

Office buildings, motels, apartment buildings, etc., can be more than one story.

- A-VII. Handicapped Access - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, discount stores, etc.), and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.), should provide handicapped access from parking areas into the building.

The handicapped access from parking areas to an accessible building entrance should follow American National Standards Institute specifications for site and building access. The standards are included as a part of the Uniform Building Code. The building

accessibility part of the code in general requires that most buildings used by the public should have "at least one primary entrance. . . which is required to be accessible and usable by the physically handicapped and be on a level that would provide accessibility to the elevators where provided."

- A-VIII. Security Screens - Security screens should be the type that allow views through to the storefront when closed; they should be similar to those used in shopping centers. Security screens should be hidden from view when not in use. Completely opaque screens, similar to garage doors, take all of the interest out of the streetscape and therefore should not be used.

Permanently fixed bars on storefront windows should not be permitted.

- A-IX. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, microwave dishes and antenna, should be as much out of public view as possible.

They especially should not be visible from surrounding streets.

- A-X. Awnings - Awnings are fabric structures extended over building doors or windows for the purpose of shading windows or providing weather protection for pedestrians. Recently, awnings have also been used as signs. Awnings can be curved, concave, concave with sides, convex with flat sides and convex with curved sides.

Awnings placed on buildings with more than one ground floor tenant should all be of the same type although they may be of different colors.

Awnings should fit within the bays of storefronts and reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk and should project no more than five feet from the building face.

Awnings should be supported by the building they are placed on. They should not be supported with vertical members.

Awnings can be colorful (striped also), but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

- A-XI. Canopies - Canopies are roof-like projections over doors and windows or they are fabric or roof-like sidewalk covers constructed for the purpose of providing weather protection for pedestrians or accentuating entries.

Any canopy attached to a building should be made out of materials compatible to those on the building, should fit within the storefronts and should reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk.

In cases where it is desirable to cover a sidewalk with a canopy, any canopy supports should be out of the way of pedestrian flow and the roof should be as transparent as possible.

- A-XII. Marquees - Marquees are roof-like projections over entrances which sometimes contain signs. They provide weather protection for pedestrians and accentuate entries. There are no marquees in the area and any new one installed would look out of place. Marquees, therefore, should not be permitted in the area.
- A-XIII. Walk-Up Windows - Exterior walk-up windows should be located so that they are safe and convenient for customers to use.
- A-XIV. Outdoor Displays - There should be no outdoor display of products (e.g., appliances, rolls of carpet, lawn care items, etc.) in the area between the front of the building and the street right-of-way, in any required yards and in any off-street parking or loading areas. It is understood, though, that it is necessary for automobile dealerships to display automobiles in front yards.
- A-XV. Miscellaneous Attachments to Facades - No item attached to the facade of a building and located above a public sidewalk should extend lower than eight feet above the sidewalk. This includes ornamental lights, awnings, canopies, marquees, roof brackets, flags, etc.

## SIGNS

The primary purpose of signs should be to identify a place of business so that it can be found by potential customers. Signs should not dominate the environment (buildings, landscaped areas, vistas along streets, etc.) in which they are placed. When signs are allowed to dominate their environment, visual chaos results and information offered to the public becomes difficult, or impossible to comprehend. A set of sign standards should achieve business identification and a brief description of the primary goods or services provided.

Development of sign standards that are more detailed than the Sign Regulations of Marion County Indiana are to make sure that signs are:

1. Compatible in color, style, construction, location, etc., with the surrounding environment,
2. As simple and straightforward as possible in identifying businesses and their primary products,
3. Easy to read, and
4. Not in competition with or confused with traffic control or safety devices.

## STANDARDS

### S-I. Sign Types:

- A. Projecting Sign - A sign that is attached to a building and projects outward more than eighteen inches. Projecting signs can block scenic views and neighboring signs, so projecting signs are recommended only on facades that do not front on streets (they may be on facades facing on streets if they are more than 50 feet from the right-of-way line).
- B. Pole Sign - A sign which is supported by one or more uprights from the ground. Pole signs are typical in the Lafayette Road/Coffin park area and, therefore, new pole signs are appropriate in the area. Pole signs should be fifteen feet from the right-of-way lines. Pole signs, similar to projecting signs, can block scenic views and neighboring signs, so it is recommended that, as much as possible, signs for several tenants should be combined on one pole.
- C. Ground Sign - A sign which is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height.
- D. Wall Sign - A sign which is affixed to an exterior wall of a building, but which does not constitute a projecting sign. Since wall signs effectively identify businesses but do not block views, they are highly recommended for the Lafayette Road/Coffin Park area.

Content on wall signs should be limited to the identification of the business only. "Laundry lists" of products should be in the form of window signs.

- E. Rooftop Sign - A sign affixed to the roof of a building. Roof signs are fairly typical in the Lafayette Road/Coffin Park area. New roof signs may

be acceptable but only if the apparatus to support the sign should not be visible from surrounding streets.

- F. Vertical Sign on a Building Facade - A sign running continuously from the lower level to the upper level of a building either a projecting sign or a sign flat on the building. Since this type of sign is not common in the Lafayette Road/Coffin Park area (few buildings above one-story), and since it can have the same effect of blocking views as a projecting sign, this type of sign should not be permitted for the study area.
- G. Cube Sign and Other Signs With More Than Two Faces - A sign with more than two faces in the form of roof-top, projecting, ground or pole sign. Since these signs are necessarily bigger than a single or double-faced sign, they should not be permitted in the study area.
- H. Awning Sign - A sign on a fabric structure extended over a building door or window. Awnings can have the name of the business, and business address that represents the primary business at that address. Since awnings used as signs combine the functions of identifying the business, shading windows and protecting pedestrians from the weather, they are recommended for the Lafayette Road/Coffin Park area. One drawback is that when a business changes they have to be changed, also.
- I. Marquee Sign - A sign on a roof-like projection over entrances. A movie marquee is an example. Since this type of sign is not common in the study area and it has the same effect of blocking views as a projecting sign, it should not be permitted in this area.
- J. Canopy Sign - A sign on a roof-like projection over a door or window or on a fabric or roof-like sidewalk cover. When canopy signs are used in the study area, they should be integrated into the architecture of the building on which they are placed.
- K. Billboards - A sign supported from the ground, affixed to a wall or building roof for a series of alternating advertising. Since billboards have a very significant visual impact on the area in which they are placed, and there are already a significant number of billboards in the Lafayette Road/Coffin Park neighborhood, it is recommended that new billboard construction along the Lafayette Road Corridor be curtailed.

- L. Window Sign - A sign placed in, behind, affixed to or painted on a window so that it can be seen from the public right-of-way. Included are neon signs, temporary sale signs, sign boards, and painted signs. Window signs are common in the study area, and therefore they are recommended for future use.

Window signs may be used to identify the business, list major items sold or advertise sales or prices (sales and price signs should be only temporary).

- M. Miscellaneous Signs - There are certain types of business identification that do not fall into any of the above categories such as large balloons, either on the ground or in the air; pennants; portable signs; large statue-like figures; immobile vehicles with signs on the sides, etc. These types of signs are not permitted by the Sign Ordinance.

In general, these types of signs simply add to the visual chaos of an area, and therefore are not recommended for the Lafayette Road/Coffin Park area.

S-II. Classification of Content:

- A. Advertising Sign - A sign which directs attention to any business, product activity or service that is not the primary business, product, activity or service conducted on the premises upon which such sign is located.
- B. Business Sign - A sign which directs attention to a business, building, product, activity or service manufactured, sold or offered on the premises where such sign is located. Business signs should not contain advertising such as the logo of a product that is not the primary product sold on the premises.

It is assumed that every business in the study area may have at least one business sign.

- C. Incidental Sign - A sign that designates accessory uses direction, identification, information or real estate for sale, rent or lease. It is assumed that businesses in the study area will have need for incidental signs.

S.III. Sign Construction:

- A. Materials - In general signs should be constructed out of durable materials that are compatible with the surrounding area or the building on which they are placed.



1. Wooden Sign - A sign constructed primarily of either wood or plywood. Wooden signs are fairly common in the Lafayette Road/Coffin Park area, especially painted plywood. As long as they are well maintained, wooden signs are acceptable in this area.
  2. Metal Sign - A sign constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal signs are acceptable in the study area.
  3. Plastic Sign - A sign constructed primarily of plastic, although it may be a plastic face in a metal box. It may be in the form of a continuous sheet or individual letters. Plastic signs are both common and acceptable in the Lafayette Road/Coffin Park area.
  4. Neon Sign - A sign made of glass tube filled with neon gas which glows when an electric current passes through it. They are usually placed inside store windows. Neon signs are acceptable in the study area.
  5. Electronic Message Sign - A sign made up of many individual light bulbs set in a grid and electronically controlled to change the message on the sign. This is not a common sign type in the study area and, therefore, it is not recommended for use in the area.
  6. Changeable Copy Sign - A sign board with lettering that can be manually changed to alter the sign message. These signs are acceptable in the study area. Twenty-five percent of any wall, roof, pole or projecting sign may be a reader board sign.
  7. Painted Sign - A sign painted directly on the surface of a building. Even though this type of sign has been used in the Lafayette Road/Coffin Park area before, it should not be permitted in the study area especially in situations where the surface to be painted has never been painted before. When tenants change it is easier to remove a separate sign than it is to remove paint from a building wall.
- B. Sign Color - In general signs should have colors that are compatible with the immediate environment in which they are placed. Sign lettering should contrast with the background it is placed on so that it can be read, but it should not contrast so much that it dominates the surrounding environment.

The color of individual letter signs should complement the surface they are placed on. The dominate feature of any sign that has a background should be the lettering and not the background. Similarly, internally lit signs should generally have a dark background and light letters to feature the letters and not the background.

- C. Sign Illumination - If it is necessary to illuminate a sign for use at night, it should be done in such a way that the means of lighting does not dominate the sign.
1. External illumination - lit by shining lights on the sign. This can be accomplished in a number of ways: Concealed ground lights, valance lights, shaded spot lights, etc. Bulbs in fixtures that are used for external illumination of signs should be concealed from public view. In no case should bare bulbs be used to illuminate or draw attention to a sign.
  2. Internal illumination - lit by fixtures inside the sign that shine through a translucent surface.

Both internal and external illuminated signs are appropriate in the study area. Neither type of illumination should be by flashing lights, though.

D. Sign Letters -

1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a combination of upper and lower case letters is an example of an easy to read lettering style. The letters need to be simple and open.
2. Height - A typical maximum height for sign lettering in the Lafayette Road/Coffin Park area is twenty-four inches. This should be the maximum permitted in the area.

E. Sign Location -

1. Pole sign - If a pole sign is used (see S-I B above), the bottom edge of the sign should be at least nine feet from the ground, the top edge no higher than twenty feet and all portions of the sign should be behind the existing building setback lines from adjacent street rights-of-way.
2. Ground sign - Ground signs should also have all portions of their structure behind existing right-of-way lines.

3. Wall sign - Wall signs should be located on the strip of building front located between the top of the first level windows and the top of the facade on one-story buildings, and between the top of the first and the bottom of the second level windows of a multi-story building. They should be located only on the front of building facades with frontage on public streets. Wall signs should be applied so that they blend in with the details of the storefront and not cover decorative brick work, transom windows, etc.
4. Window sign - Opaque signs placed on windows should be out of the normal vision lines for people on the sidewalk, usually at the top of the window. Names of business signs that can generally be seen through (individual letters) can be at eye level.
4. Incidental sign - Since most incidental signs are smaller than advertising and business signs, and since they may serve a number of different functions, the location of these signs must be reviewed individually.

It should be said, though, that they should not impede the vision of motorists or be placed in the right-of-way.

#### F. Sign Size -

It is recommended that the maximum amount of sign square footage for all signs on any one street frontage of a business is thirty-six square feet. The maximum recommended size for each sign type in the Lafayette Road/Coffin Park area is shown below:

##### 1. Pole Sign -

<u>Linear Ft. or Frontage</u>	<u>Max. Sq. Ft. of Sign Surface</u>
0 - 100	60
100 - 200	100
200+	250

Integrated center - In addition to wall signs (100 sq. ft. each max.), businesses in an integrated center may have signs on a combined pole sign. Each of these signs should be no larger than 24 sq. ft. There may be an additional sign on the pole identifying the center. These signs should be no larger than 70 square feet.

2. Ground Sign -

Max. Sq. Ft. of  
Sign Surface  
24

3. Wall Sign -

Total of  
100

4. Projecting Sign -  
(not on a facade  
fronting on a  
street unless 50  
ft. from R.O.W.)

24

5. Window Sign -  
Permanent -  
Temporary -  
(window signs should  
allow normal vision into  
store windows)

24% of glass  
15% of glass

6. Incidental Sign -

6

7. Roof Sign -  
(apparatus to support  
the sign should not be  
visible from streets)

50

4. Number of signs -

A. Corner Lots

One roof sign and two wall signs,  
or  
One pole sign and two wall signs,  
or  
One projecting sign and two wall signs,  
or  
One ground sign and two wall signs,  
or  
Three wall signs.

B. Interior Lots

One roof sign and one wall sign  
or  
One pole sign and one wall sign  
or  
One projecting sign and one wall sign  
or  
One ground sign and one or two wall signs.

If an interior lot has a frontage of more than two hundred feet in width, then the property may have the same number and combination of signs as described above for corner lots.

## STREETSCAPE AND SITE DESIGN COMPONENTS

The design of the streetscape (e.g., benches, planters, sidewalk surfaces, trash receptacles, landscaping, etc.) and the layout of commercial development sites can have as significant an impact on the surrounding environment as the architecture of commercial structures. Potential customers need to feel comfortable with the area they shop in. They need to feel that it is safe and easy to get around in. Customers need to be able to leave their cars in a convenient location and have a safe and interesting walk to their destination.

The reasons for developing streetscape and site design standards are to make sure that:

1. Automobile circulation is safe and easy for the motorist to understand.
2. Loading areas operate efficiently and are as much out of public view as possible, and
3. The motorist/pedestrian environment is interesting and attractive.

### SD-I. Streetscape Components

Examples of streetscape components are benches, trash receptacles, planters, kiosks, bus shelters, ornamental lights, landscaping, banners, flags, sidewalk surfaces, outdoor restaurants, bollards, fountains, statues, monuments, bike racks, and telephone booths.

Street furniture should be used sparingly and only when there is an obvious need. It should be compatible with its surroundings. Street furniture (such as benches and planters) is sometimes of poor quality and improperly maintained after installation. Many times it is placed where it will never be used.

Materials used in street furniture should be as durable and vandal-proof as possible and require a minimum of maintenance. Street furniture that is not maintained should be removed.

Street furniture should not be placed so that it interferes with car doors, people entering stores from the street, fire access, etc.

- A. Benches - Benches should be made of durable materials and weigh enough or be fastened in place so that they cannot be easily moved out of place. They should be comfortable to sit on with a seat that is eighteen to twenty inches wide and eighteen to twenty inches off of the pavement. The seat should have at least a

four inch overhang to provide space for heels. Two feet of leg space should be provided so that the legs of those seated will not block walkways.

There should be no advertising on benches.

- B. Trash Receptacles - Trash receptacles should be of simple design, made of durable materials and weigh enough or be fastened in place so that they can't be blown over by the wind. The opening on trash receptacles should be no higher than 3 feet. Open top receptacles are the easiest to use but are open to the elements and should contain weep holes. They expose trash to the public view and need to be emptied often.

Trash receptacle tops with open sides either with or without spring loaded doors are a little more difficult to use but hide the trash better.

There should be no advertising on trash receptacles.

- C. Kiosks - In areas where there is a significant demand to post notices and there is enough room, kiosks provide a logical place to post them.

If used, kiosks should be durable and designed at a human scale. If they are open to the free use of the public (not covered with glass or plastic), no portion of the display space should be above an easily reachable height.

- D. Bus Shelters - In cases where significant numbers of pedestrians wait outside, especially at bus stops, some type of waiting area should be provided. This could be anything from a simple seating area to a bus shelter. All waiting areas should be out of the pedestrian flow of the sidewalk.

If a bus shelter is used, it should be designed to blend into the surrounding area and be as unobtrusive and simple as possible. Bus shelters should be as comfortable as possible but not be designed in such a way that they attract vagrants.

Bus shelters should be as durable and maintenance-free as possible.

- E. Pedestrian Lighting - The purposes of pedestrian scale lighting are to illuminate pedestrian ways, provide security, and to enhance the identity of distinctive areas.

Fixtures selected for a specific site or area should be decorative but at the same time have some relationship to the history or physical features in the area. They should be functional and provide good rendition of color at night.

Typical mounting height of pedestrian fixtures is ten to fifteen feet. Light fixtures should be spaced apart in such a manner that the minimum average maintained horizontal footcandles does not fall below .9 footcandle.

F. Landscaping - Plants can be used not only to add beauty and interest to otherwise hard surface commercial areas, but they can also help to clean the air of pollution and buffer undesirable views, noises, winter winds and harsh sunlight.

1. Street Trees - Trees should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Street trees should be medium or large trees with a single straight trunk to eight feet. They should be planted in the ground and not in containers.

Trees planted in urban environments should be a minimum of three inch caliper at the time of planting.

Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least thirty-six inches high at time of planting.

For more information on the types of trees, shrubs, hedges and ground covers to use in Indianapolis with information about how to plant and maintain them, see Division of Planning booklet, Trees and Design on the Indianapolis Landscape.

2. Tree guards - If tree guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The wide horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees.



3. **Planters** - In-ground planters are preferred over pots, planter boxes or raised planters. Plants usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted anymore. A planter box full of dirt is difficult to remove.

Planter boxes should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

- G. **Banners** - Banners are pieces of fabric that bear emblems, mottos, slogans, etc. Banners are not permitted by the sign ordinance except during a seven consecutive day period related to "grand opening" and for a period beginning two weeks prior to and ending three days following May 30 of each year, in relation to the "500" Festival.
- H. **Flags** - Flags are pieces of cloth that contain symbols or patterns used as national, state or local organizations. They are affixed to a flag staff attached to the building facade or horizontally project into the right-of-way where they will block significant views.

Flags should not be used as signs.

- I. **Sidewalk Surfaces** - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for an area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the image of an area.

Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used.

- J. **Outdoor Restaurants** - Outdoor restaurants in the Lafayette Road-Coffin Park neighborhood should be entirely on private property and located next to retail business property. Outdoor restaurants should be adequately separated from pedestrian and automobile traffic to provide for the comfort and safety of the patrons.

- K. Automobile Barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas. Concrete or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards, and wood timbers should not be used as curbs.

In areas where a curb is not desirable, some form of separation of vehicles and pedestrians should be provided. Options are bollards, low walls or post and chain.

Bollards are vertical posts approximately twenty to thirty inches in height. They should be made of metal or concrete and should be spaced no greater than five feet apart and no closer than three feet. Concrete bollards should have a scale and design that is compatible with other street furnishings in the area where they are placed. If pipe bollards are used, they should be at least four inches in diameter and capped and painted.

If low walls are used, they should be compatible in materials and design with the adjacent buildings and be at least thirty-six inches in height but no higher than forty-two inches.

If post and chain is used, they should be metal and not plastic. Posts should be no higher than thirty inches. Both the posts and chains should be painted to prevent rusting.

Guard rails should not be used as vehicle barriers in areas visible to the public.

- L. Bicycle Racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking both the wheels and the frame are most desirable.

- M. Telephone Booths - Exterior pay telephones should be the stand-up pedestal type or on the side wall of a building. Telephones should not be oriented so that they attract use by motorists from their cars. This type of orientation compounds traffic circulation problems.

- N. Vending Machines - Vending machines, other than newspaper vending machines, limited to four feet tall by one foot six inches deep by two feet wide, should not be placed in the public right-of-way. No vending machine should be placed in front of the front building line and should be within an area that is specifically designed for their installation so that they do not block sidewalks, interesting aspects of a storefront, or store windows.
- O. Fountains, Statues and Monuments - While there are now few fountains, statues and monuments in the Lafayette Road-Coffin Park area, it may become desirable to place such an item in the area. In general, these items should be durable, out of the path of pedestrian flow and designed to fit the site they are to occupy.

SD-2. Components of Site Design

Components of site design are parking, landscaping, fences and walls, earth work and loading areas. Development sites should be laid out so that vehicle and pedestrian circulation is both safe and logical.

- A. Parking - In an area such as Lafayette Road that depends heavily on customers arriving in automobiles, parking is very important. It should not intrude on pedestrian environments, and yet it should be easy for the motorist to find.
  - 1. Parking Layout - Parking entrances, exits, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces should be provided as set forth below (see figures).
  - 2. Standard Size Car Parking - Parking for standard sized cars should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.
  - 3. Small Car parking - Public parking lots can be laid out with up to 25% small car spaces which are seven and a half feet by fifteen and laid out according to Architectural Graphic Standards.

These spaces should be appropriately marked as small car parking.

4. Screening - Parking lots should be screened on all sides where they don't abut buildings. This may be either an architectural screen or plant material screen.
  - a. Architectural Screen - Fences or walls should be of "wrought iron" (steel, aluminum or iron), brick, stone or materials which are compatible with surrounding buildings. Such a wall shall be at least thirty-six inches in height, but no higher than forty-two inches to restrict any view through it. If a "wrought iron" type fence is used it should either be landscaped in front or sit on a thirty-six inch wall to facilitate screening.
  - b. Plant Material Screen - A compact hedge of evergreen or deciduous shrubs, at least thirty-six inches in height at the time of planting. Screening should be provided in a strip between three and six feet wide. Trees should be included in the strip with spacing depending on species. They should be at least three inches caliper at the time of planting. The ground area between such wall, fence or hedge and the front lot line should be planted and maintained in grass, other suitable ground cover, or shrubbery. All shrubs and trees should be planted, balled and burlapped.
5. Parking Access - Public parking lots in commercial areas should not use alleys for access that have established residential uses or residential zoning abutting them.

Parking lots should have direct access to a street or alley in such a manner as to minimize interference with traffic movement and should be so designed and located that vehicles should not back from or into a public right-of-way.

6. Parking Surface - The ground surface of every parking lot in a commercial area should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it; metal edging, curbs, sidewalks, planters, etc.
7. Parking Space Markings - Parking spaces should be marked by surface paint or change in materials.
8. Parking Illumination - Lighting should be provided in parking lots that are used at night. The lighting equipment should be located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 footcandles. Light poles should be at least twenty feet high but not more than fifty feet high.

9. Wheel Stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip.
10. Handicapped Parking - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drugstores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide parking for the handicapped.

Parking for the handicapped (13 feet wide) should be provided in public parking lots in the following ratios:

<u>Total Parking in Lot</u>	<u>Minimum Number of Accessible Spaces</u>
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2% of Total
Over - 1000	2% plus 1 for each 100 over 1000

- B. Front Yards - Front yards, where space is available and landscaped front yards are typical, should be landscaped in an open pattern, in grass in shrubbery, trees, and/or hedge to provide a partial screening of the commercial use. An ornamental, decorative fence or masonry wall may be used in conjunction with the landscaping.
- C. Fences and Walls - Fences or walls in the Lafayette Road-Coffin Park area should be of the types described in SD-2, A, 4.

Except as a temporary use during construction, chain link should be used only sparingly in the Lafayette Road-Coffin Park area. When used it should not (a)

be permitted on sites that contain no structure, (b) be located in yards abutting public streets or on the front property line, (c) be visible from surrounding public streets, (d) be adjacent to, or within 200 feet of residential units, and (e) be any finish other than vinyl clad or painted.

Barbed, concertina, or razor ribbon wire topped fences are not appropriate in commercial areas except for certain industrial sites and in rare instances, certain commercial sites where it is out of the public view.

D. Earth Berms - Berms may be used in conjunction with landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion and yet they should allow natural surveillance beyond.

E. Loading and Service Drives - Off-street loading should be provided for commercial uses in the Lafayette Road-Coffin Park area in accordance with the Commercial Zoning Ordinance which is generally summarized below.

1. Minimum Area - Each off-street loading space should be at least twelve feet in width by at least fifty-five feet in length, exclusive of aisle and maneuvering space, and should have a vertical clearance of at least fifteen feet.
2. Location and Setback - All required loading spaces should be located on the same lots as the use served, and should be so designed and located that trucks should not back from or into a public street.

No open loading space should be located in a minimum required front, side or rear yard.

3. Screening - Any loading space on a lot abutting a residential district, separated by an alley from a residential district, or visible from Lafayette Road should be enclosed within a building or screened and landscaped.
4. Surface of Loading Area - All open off-street loading areas should be paved with concrete or asphalt pavement to adequately provide a durable and dust free surface free of weeds.



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